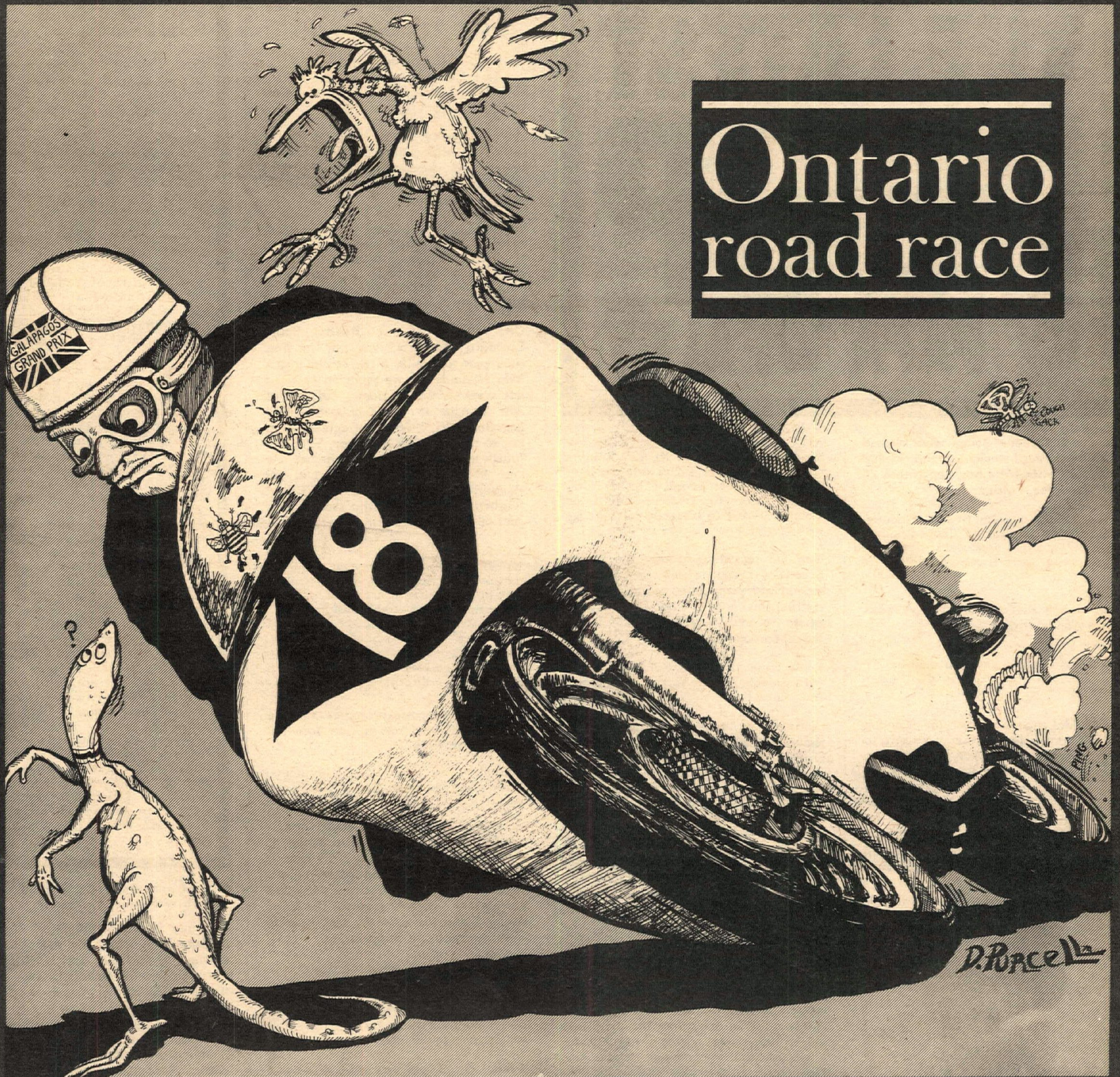


CYCLE NEWS

WEST

Volume XI : Number 40 : October 15, 1974 50¢

Starting this issue: Gary Bailey's \$6 book, "How to Win Motocross" • The race for the world's fastest



NEWSPAPER



Land Speed Record race

While Don Vesco was breaking the Land Speed Record for motorcycles at Bonneville, the Norton effort was just tuning up for its record runs. As of press time this week, all was proceeding smoothly for Dennis Manning (kneeling in picture) and his two-engine Norton streamliner, but they had not broken Vesco's new record as yet.

THE LATEST POOP BY PAPA WEALEY

Gary and Darlene Bailey were blessed with the birth of an eight pound, 11 and one-half ounce baby boy September 24 in Tallahassee, Florida.

AMA Treasurer John Harley presented the association with a balanced budget at their meeting last week. President Ford could use a fiscal dude like John H.

Ever notice that the AMA logo looks like a Wankel rotor?

"Ask for nothing and you shall have it in abundance." — Frank N. Furter, noted hot dog.

Steve McLaughlin called up Monday after Ontario just before we went to press wanting to publicly apologize to Jim Evans for calling him a "clown" on the PA system. Seems after Ago hit Steve and knocked him off the track in the ruckus that eventually took out both of them (Ago crashed, Steve's Yamaha sucked in dirt and seized), Steve thought Evans had done it. When he retired to the pits he was met by a mike and questions, and that's when he came across with the "clown" comment.

Way back in our Sept. 17 issue, the results of the Knievel-Kross, we listed somebody named "Broc Gage" third in the 125 Amateur class. It was really Broc Glover of El Cajon, CA on a borrowed Honda. Not bad for 14 years old.

The Rokon boys think we ignored their Silver and Bronze ISDT on purpose. It isn't so, fellows. Why we even ride Rokons ourselves and win money with them — at road races in Colorado.

AMA point standings didn't change much after Ontario. Kenny Roberts remains first with 2,256 points. Gary Scott hangs in at second with his 1,467 earned prior to Ontario and Gene Romero added to his third place edge with a total now of 1,124 points.

Gulf Oil signed to sponsor the British Speedway League. Speedway is Britain's second largest spectator sport and Gulf's distribution is "in the conurbations where speedway tracks operate," says the oil company's P.R. man.

Willy Bauer of West Germany signed with Suzuki in time to ride this week's New York Trans-AMA motocross.

Contrary to what you have heard elsewhere, Jim Pomeroy did NOT punch brother Ron out after they collided at the Knievel Kross.

Eight, possibly nine riders will be entering the Trans-AMA series with full or partial Bultaco support. Bengt Aberg, Vic Allan, and possibly Malcolm Davis (currently recovering from injuries) will be on factory 362cc Pursangs, as will Americans Jim Pomeroy and Ken Zahrt. In the 250cc support class, look for Ron Pomeroy with a full ride, Jim Turner with partial support, Fred Joehneck sponsored by Sambo's Restaurants (eat your pancakes, kid) and Jack Keese.

Honda's GL-1000 flat four got paraded around LeMans at the Bol d'Or, while another 1000cc sensation, the VanVeen OCR-1000 rotary, got an airing outside the Cologne motorcycle show in Germany.

Mack B. Tomlinson has been promoted to Vice President of Beck/Arnley Corp. Mack is 43, bought his first bike in 1947. He'll head up the m/c division.

The OCR-1000, a Dutch project from the same combine that produces Kreidler mopeds and 50cc GP screamers, features a transverse mounted, water-cooled twin rotor Wankel engine, chain drive, cast alloy wheels and full disc braking (two front, one rear). It is sano.

Other hits of the Cologne show (largest in Europe) were Honda's CB400, Suzuki's RE5 rotary, a Rickman cafe kit for the Z-1 Kawasaki, and Zundapp's 250cc prototype motocrosser.

Andy Richman, Bultaco's Eastern U.S. factory rep, will take over full-time management of the European championship motocross effort in 1975. Andy managed the American team at the Spanish ISDT.

They have their priorities straight on the Isle of Man. A Douglas magistrate fined two dog owners for allowing their pets to stray onto the circuit during the Manx GP.

A pit fire and an expired engine halted the thrust of Yvon DuHamel and Frenchman Christian Leon in the Bol d'Or 24-hour at LeMans, France. They had led on a French prepared 1000cc Kawasaki through the tenth hour. The Godier/Genoud team (this year's Barcelona winners) won it with nine laps on the nearest competitor.

At least twenty British speedway league riders may sign contracts to race in this country if negotiations between the AMA and British Speedway Promoters' Assn. go through.

British drag bike builder Alf Hagon has turned his talents to designing a semi-monocoque motocross sidehack. Also being drawn into the intriguing world of sidecar motocross is solo builder Eric Cheney.

OK, WE TAKE IT BACK: Scott Brelsford (Kaw 750) was not the first rider ever to qualify a two-stroke into a Mile National, as we reported in error last week. Yvon DuHamel did with a 350 Yamaha in the Sacramento Mile September 15, 1968. After coming from last to second in his heat race, Yvon ran fourth in the National until the last few laps when Gary Nixon (Tri) and Cal Rayborn (H-D) passed him. DuHamel finished sixth. Alas, who would have guessed Roxy would steer us wrong?

M.O.R.E. will shortly be issuing its annual Progress Report, giving members complete accounting of the more than 400 bills our California state lobbyist has been working on this past legislative session. Now is a good time to join, if you haven't already. Send a donation, with your name and address to M.O.R.E., 1129 — 11th Street, Sacramento, California 95814.

Bob Barkhimer, ace promoter, says he has a spot lined up in San Jose for speedway in 1975.

To all our desert correspondents: "Amateur" is spelled A-M-A-T-E-U-R! Got that?

During the 45-minute repair period between heats at the Ontario National, Suzuki paraded their new RE-5 rotary; Vesco paraded his land speed record streamliner; a dragster, a funny car and a drag bike laid rubber down the front straight, and the schmaltz was flowing so thick you could choke on it.

Latest British world-beater is the creation of George Silk. The prototype is powered by a 669cc water-cooled two stroke twin (originally designed to power football field lawn-cutters) and weighs 301 pounds wet.

The British press reports Harley-Davidson prepared to sink substantial money into their European racing efforts, following Walter Villa's wrapup of the 250cc world title. Nothing succeeds like success.



Don Vesco — World's fastest.

Twin Yamaha TZ700s and Vesco break Bonneville World Speed Mark

BONNEVILLE, UTAH, OCT. 1 Veteran Don Vesco, a 34-year-old El Cajon, California, Yamaha dealer, once again has gained rank as the world's fastest man on two wheels.

Using two water-cooled Yamaha TZ700 engines in his streamlined motorcycle, Vesco Tuesday whipped through the measured mile on the famed Bonneville Salt Flats to establish an official two-way average of 281.702 MPH.

That effort outstripped the previous mark of 265.492 MPH, recorded almost four years ago by the late Cal Rayborn of San Diego. Rayborn had taken the record from Vesco on October 16, 1970.

Just a matter of days before the Rayborn run, Vesco had traveled more than 253 MPH over the salt, becoming the first motorcyclist to top the 250 plateau.

"I'm still confident these new engines will go well over 300 miles an hour," Vesco said, after Tuesday's remarkable run. "We had a miss in one of the engines which I think I can clear up. This was a pretty smooth ride, considering. It wasn't scary at all."

Vesco's runs Tuesday, besides the ultimate average, established the following AMA and FIM records:

Down Run:	Return Run:
281.030 (measured mile)	282.375
276.073 (quarter mile)	287.539
285.099 (kilometer)	285.099

He made the runs in early evening, easily within the prescribed time limit for a two-day effort. They came at 6:12 and 7:05 p.m.

Vesco also operates a "privateer" Yamaha racing team. Shortly after his brilliant performance, he got on the road and headed for Ontario Motor Speedway, where his team raced in the final AMA National road race of the season.

Is there such a thing as a spoke torque wrench? Sure would be handy.

Saturday October 19th OCIR MX will be Buco High School MX night. Winners of the night's racing will be riding for Buco helmets or jackets as well as for trophies. Riding the grass-covered track will be riders from several high schools. Team riders will also be qualifying for the California High School State Championship to be held November 30th.

On this side of the pond, Lane Leavitt, Don Sweet, Marland Whaley, Steve Darrow, and Mark Eggar, in that order, lead the chase for the first U.S. Trials Championship.

PRESSTIME FLASH

UNADILLA, NEW YORK, OCT. 6

Roger DeCoster and Gerrit Wolsink sweep to a 1-2 overall finish in the first points paying event in the Trans-AMA season. Suzuki's sweep gives them the early lead in the Trans-AMA series. . . .

Watch Out HERE COMES SUZUKI

DeCoster, Wolsink Finish 1 - 2 in CANADIAN 500cc GRAND PRIX



It was a cold and stormy day for the first Canadian Motocross Grand Prix but even colder for Suzuki's opposition.

While leading the first moto, Roger DeCoster crashed but still was able to get up and finish 3rd one place ahead of teammate Gerrit Wolsink (winner of the U.S. Grand Prix).

The second moto a Suzuki blitz. A first for DeCoster and a second for Wolsink to give Suzuki a 1-2 sweep overall.

Suzuki stars serve notice on Trans-AMA contenders

watch out **HERE COMES SUZUKI**



U.S. SUZUKI MOTOR CORPORATION, 13767 FREEWAY DRIVE, SANTE FE SPRINGS, CA 90670



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FRONT PAGE: Happiness is eating harmful insects. Drawn by Darryle Purcell.

CYCLE NEWS

Sharon Clayton, Publisher
Thomas R. Culp, General Manager;
Edna Mewton, Secretary to Publisher.

Advertising

Thomas R. Culp, National Director;
Linda Clark, Advertising Manager; Chris Kolbet, Advertising Assistant.

Editorial

Charles Clayton, Editor; John D. Ulrich, Associate Editor; Lane Campbell, Calendar Editor.

Art & Production

Catherine Lampton, Art Director;
Nancy Gray, Advertising Art Director;
Hector Aguilera, Lab Technician;
Marion Hatashita, Typographer; Melvin Phelps, Assistant Typographer.

Circulation

Rheba Smith, Manager; Pam Hobbs & Chris Andrews, Assistants.

Accounting

Gaye Zaionz, Manager; Twila Wheeler & Linda Mallard, Assistants; Rosemary Chandler, Collection; Lani Sienk, Assistant.

Services & Support

Mike Colikas; Randy Davis; Bill Runyan; Jeannie Dunivan, Receptionist.

West

P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East

P.O. Box 805, Tucker, GA 30084 (404) 934-7850.

Central

P.O. Box 13245, Austin, TX 78711.
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VOICES OF THE WEST

These things take time

I'm tired of the Green Sticker fee ripoff. We are paying for a license fee that has shown no tangible benefit for the ORV enthusiast. How much has been paid in fees since the beginning of the program?

With a car license you get more highways and maintenance of streets and highways for the fee. The ORV fee gives you nothing similar. Instead, I understand it is apportioned out to cities or counties and usually ends up in a general fund that is of no benefit to the ORV owner.

One of the problems is probably that the apportionment to each local agency is so small that it cannot be effectively used to establish and maintain ORV recreation areas. I would propose that all funds be withdrawn from the local agencies and held in a master fund, in order to have a large single overall fund. An overall manager of this fund should be established (maybe he already exists?) and do the following things:

1. Contract with the U.S. Forest Service to maintain and expand motorcycle and 4WD trails and roads (right now they are being closed partly due to environmentalist action and partly due to lack of maintenance funds).
2. Apportion money to local agencies based upon viable proposals to the fund manager. This would allow larger amounts of money to the local agencies really interested in establishing ORV areas.

In these ways our money could be effectively used. Right now it is a ripoff down a rathole.

N.C. ALEXANDER
Harbor City, Calif.

Your suggestion has some merit, but it would take an act of the legislature to change the law governing apportionment of ORV funds. Little, if any of your automobile license fee goes toward highway construction or maintenance; mostly it is a property tax. Highways are funded out of gasoline tax. See Guest Editorial in this issue... Ed.

No babbling brook

In regards to the "Snake River Controversy," we were there and it was no rip-off. We arrived Monday before the jump, and set up camp. The campgrounds were nice, no dust, no dirt, just nice grass. They had plenty of poopers which were pumped daily (that is until Saturday night).

The week was full of activities. Tuesday there was qualifying for amateurs. Wednesday the amateurs raced. Thursday the pros qualified and Friday they raced. I must say, this was one of the best pro races ever to be seen. As a racer I felt the course was superb, considering what they had to work with. Thanks to Bill Uhl and friends.

As a spectator, it was nice to sit under the cottonwoods and be able to see the whole course.

Evel was there to hand out trophies

to the amateurs. Afterwards there was free beer ordered by Evel.

Saturday was a day of rest, but Saturday night sure wasn't. Thanks to a few raids, there was plenty of free beer. As the night grew a bit chilly, bon fires were started, but since there was no wood, the poopers were lit. What a party. The party alone was worth the \$25.

As for Sunday, the day for the jump, after seeing the river for the first time, I realized it takes a helluva man to give his word that he would attempt to jump it. You can't spend \$6,000,000 when you're dead.

We had a great time and it was definitely worth the money.

CHRIS HENRY
CANDY NILSON
Reseda, Calif.

Dear Mr. Ulrich:

It is a bit perplexing to see continuing, and I feel unjustified, raps at Senator Tunney in *Cycle News*.

We have tried, in good faith, to cooperate with you and *Cycle News*, and I am truly sorry if you have chosen to see it otherwise.

It is simply not true that Senator Tunney regards the concerns of motorcyclists as of very low priority. I told you by telephone on the eve of the Senator's departure for California in August, of 1973, that given his already completed and heavy schedule of Senate Commerce Committee hearings on inflation and consumer problems, the interview for that particular trip would just have to take lower priority.

Yet, *Cycle News* continues to imply that Senator Tunney is uncooperative, unresponsive and uninterested in the concerns of motorcyclists. I really believe that is an unfair distortion of the facts, and I regret that you continue to convey this distortion in your publication.

The problem is made even more aggravating by the fact that your views are not made known to us directly, but through editor's notes, editorials and the like that comes to our attention here in Washington, D.C.

I think it pointless and unproductive to carry out a feud through the columns of *Cycle News*. So let me again assure you that no feud exists on our part and we stand ready to cooperate in every mutually feasible way.

JACK McDONALD
Press Secretary to
Senator JOHN V. TUNNEY

We never received any answers for our questions submitted by mail or the publicity photo we requested. One of the reasons given for refusing an interview was that Tunney was busy with hearings on the appointment of Elliott Richardson, whose appointment, at the time of our conversation had already been confirmed by the Senate. Senator Tunney never answered a single correspondence from persons writing to him as part of the 1973 Cycle News

Political Enduro. This entire affair has been laced with evasion, misleading tactics, and outright lying. In contrast, we never had any trouble communicating with Alan Cranston, California's other senator... Ulrich.

Hard desert life

What has happened to the good desert reporting that your paper always has?

Ed Rodine wins the Stumpjumper overall Amateur class but is over-looked. Marty Brown wins the overall Novice class and your reporter has his name as Mark Brown. Brown wins the Master Links Overall and he is Mike Brown.

I can go on like this for a long time but I know that it is very hard to get an accurate account of the District 37 races if you are not there at the finish to get the results.

W.C. PHILIPS
Monterey Park, Calif.

History repeats itself! At the 1973 Stumpjumper desert race Tim Ralph was the overall Amateur division winner. In *Cycle News* that credit was erroneously given to another rider. Again this year in the Stumpjumper Hare Scrambles Tim (93X) was the overall Amateur division winner and there was no mention of it in the *Cycle News* report. In fact, except for the Open class Amateur winner, Jim Stewart must not have been aware that any other Amateurs raced. Same goes for Novices — only the overall winner and loser mentioned.

All the guys ride hard and deserve some recognition for their feat. Try to get the divisions and class winners in the report, not just the Experts — we all know already who they are!

TIM RALPH
Pomona, Calif.

Jim Stewart races 250 Amateur every week, stays up late writing the desert report every Sunday night, delivers it from his home in Whittier down to Long Beach before 9 a.m. Monday, and then goes to work back in Whittier. He made his deadline even when he broke his shoulder once in the race he was reporting on. Even the sponsoring clubs often don't know the winners for days... Ed.

Dr. Welby or Dr. Kiley?

Noting the photo of TV's James Brolin astride his new Kawasaki in your September 24th edition brings up the following:

The observing motorcycling enthusiast who views the "Marcus Welby, M.D." series has noted a grouping of black and white pix hanging on the wall in Dr. Kiley's office, depicting him as an early day competition star with a variety of riding talents comparable to Dick Mann.

But the good doctor's hot shoe may somewhat be on the wrong foot (or doctor). For how many of you would guess that the show's star, Robert Young (Dr. Welby) was once also an avid motorcyclist?

'Tis true, for back in 1944, while visiting one of the motion picture studio sound stages, I spotted a glistening Ariel Square Four leaned against a picket fence, which surrounded "The Enchanted Cottage," which was the title of the film that starred Mr. Young and Dorothy McGuire. I asked a security guard if he knew who owned the motorcycle. "Mr. Young," he replied.

Maybe the pictures hanging on Dr. Kiley's wall are really of Robert Young!

BILL BAGNALL
Lake Arrowhead, Calif.

No Sears

Why no coverage of AFM races at Sears Point? I realize that it's not a speed bowl and that the best get beat there — is that not exciting?

MIKE SIMNING No. 513 AFM
San Francisco, Calif.

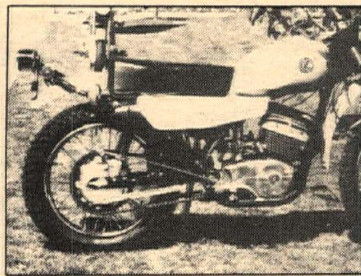
We have had coverage of AFM Sears Point races... Ed.

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127 Shadow Mountain, P.O. Box 12460, El Paso, TX 79912

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2501 S. Padre Island Dr., Corpus Christi, TX 78415

CZ of Dallas
2351 Merrill, Suite 101, Dallas, TX 75229

Dublin's World of Wheels
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1607 S. Lamar, Austin, TX 78704

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North Central Sport Cycles, Inc.
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Plaza Cycle
1808 W. 3500 South, Salt Lake City, UT 84119

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596 E. Tabernacle, St. George, UT 84770

Manning Cycle Parts
357 S. Loader Dr., Pleasant Grove, UT 84062

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East Valley Cycle
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Kopps Cycle
N. 1200 Fancher Rd., Spokane, WA 99206

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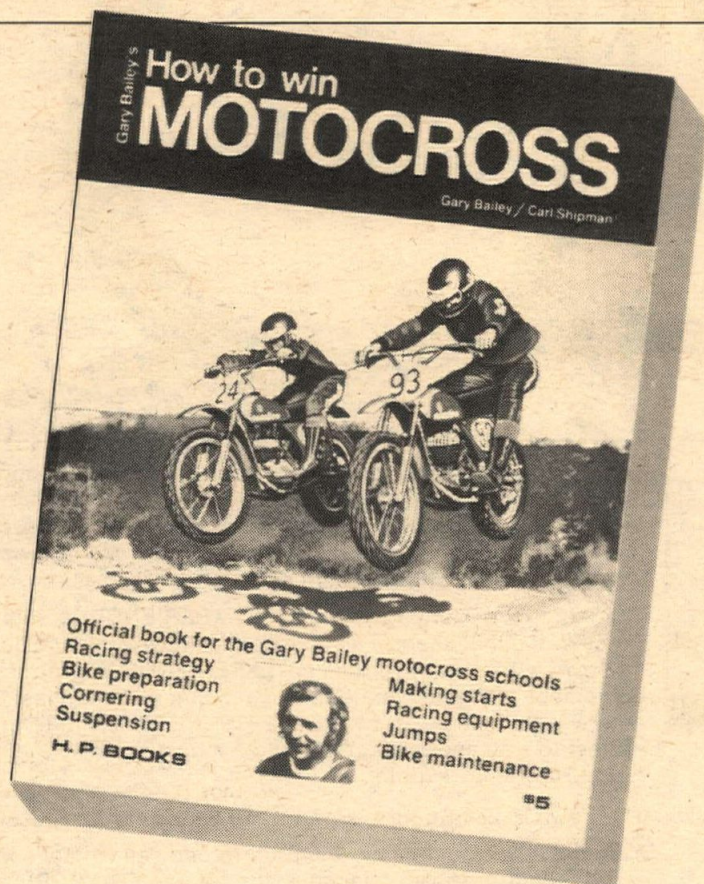
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9031 El Capitan Way, Everett, WA 98204

Part one

How to win
MOTOCROSS *

By Gary Bailey



For the first time in any motorcycle publication, a condensation of a complete book is being serialized a chapter or three at a time, in this and the coming issues of Cycle News. *How to Win Motocross* is the largest-selling of the fine HP Books. A copy of the complete book and other excellent books on the motorcycle subject may be ordered through Cycle News Products. See ad in this issue.

Introduction: Who's Gary Bailey, anyway?

By Carl Shipman

It's not likely that anybody who has been involved in motorcycling very long has not heard of Gary Bailey. He was featured in a half-hour program on the ABC TV network in which he taught basketball star Bill Russell to ride motocross. He is written about regularly in the motorcycle magazines and newspapers. He travels all over the country giving motocross schools at local tracks and each of these schools is advertised by his local contact — a dealer or a track operator.

Gary's first bike was a 200cc Triumph Cub, in the pre-swingarm days when bikes sported plunger rear ends. He then rode a 1964 Yamaha 80 trail

bike which he got from his grandfather, a motorcycle dealer in Los Angeles. In 1967 after some successes in the long-distance California desert races and AMA professional TT racing, he began riding motocross on his 90cc Hodaka. The Hodaka brought him the top award in that class, at year end.

In 1968 he began riding for Nick Nicholson, Greeves distributor in Los Angeles. Gary says, "I'm really grateful to Nick for all his help and encouragement when I was getting started."

He started racing in all the classes and once won four classes at the same race. In both ACA and CMC association racing he was year-end top rider in 100cc, 250cc, and Open-class motocross. About that time the European racers started coming over and Gary scored the first significant overall win against European riders including 250cc and 500cc world champions. He is quick to point out that he didn't do that regularly — but he was regularly the top American at the Inter-AMA series.

Gary quit his job and started traveling around the country teaching his now-famous motocross schools. Some people thought that was strange because nobody had done it before. Some people gave him friendly advice

such as, "You are out of your skull, Gary Bailey!"

His schools rapidly became popular and gave his career a new direction. Bultaco was interested in the development of MX and seeing riders in the United States have the opportunity to receive professional training. So Bultaco gave Gary and his wife Darleen much good advice and assistance in getting the new school underway. Without Greeves and Bultaco this chain of events might never have happened and Gary might still be stocking shelves at a grocery-store in California.

Some people can do a thing well, some can teach a thing well. It takes a rare individual to do both. The question: Can he teach motocross? My answer is yes. I've been there and I've seen it. At one school I even got emotional watching a couple of youngsters working their tails off and improving dramatically under Gary's watchful eye. There are usually more people wanting to attend his schools than there are spaces for them, which I think means something.

Next question. Can he teach it in a book? Partly yes and partly no. Gary has some comments on what's in this book, in the next section.

Now you know a little more about GB, and you probably knew most of it already. A more logical question may be, "Who the heck is Shipman?"

I have three main jobs in this book. One is to introduce GB, which I just did. The others are to help with the manuscript and take most of the pictures. I'm a professional writer and photographer. I've written some books about motorcycling which I enthusiastically recommend; I write for several magazines, sometimes using a phony name. And I'm Managing Editor for H.P. Books. I also have a mail-order accessories business called The Dirt Rider, operated by my son. You will detect that I have sneaked in some plugs.

In the rest of the book, all the information on bike preparation and riding technique is Gary. We tried to give you a book without any fluff in it.



"Don't follow." Outside rider is in a position to pass if he can.

"You can't learn and race at the same time!"

By Gary Bailey

Writing the four-word title, *How to Win Motocross*, was almost harder than writing the entire contents of the book. Neither Carl nor I wanted to use a title that promised too much, or wind up with a book which did not fulfill the promise of the title.

You will find here all the things that are taught at my motocross schools which are held at tracks somewhere in the United States, nearly every week of the year. In fact, there is more in this book on some of the subjects covered than I get into at a school.

There are some things that a carefully-written book with pictures and diagrams can cover more clearly than the spoken word alone can convey.

Gary Bailey, kneeling, examines a Peruvian student's jumping style.



There are some things that can be learned best by watching an actual demonstration and then trying it yourself with guidance from an instructor.

Therefore, in some ways this book is better than attending a motocross school in person, and in some ways it is not as good. I don't think this book is a substitute for attending a school where you can ride your motorcycle and the instructor can tell you what you are doing right and what you are doing wrong. I do think this book is the next best thing to being there in person. It will show you some riding techniques that you may not be using and it should help you solve some problems you may be having like making good starts or going over jumps. When you have read the book and put the ideas into practice, you should be much smoother and faster on the race track.

So you can ask, as we did, "Does this book really tell how to win?" The answer is yes, we believe, but that answer requires some discussion.

If you've just been out there trying to ride fast and doin' what comes naturally, you may not be doing some of the things I teach. To do it my way requires slowing down at first to master the technique and get the feel of it. Then the technique itself will start making you ride faster — faster than you did before. However, some riders won't ever slow down, not even long enough to improve.

In the beginning classes — Novice or Junior or whatever they are called where you race — none of the riders are very good because that's what beginning classes are for. If you watch these races or ride in them, you will see some astonishing things. Riders pull wheelies at the start, go over the jumps sitting down, do the flying W in the rough stuff and crash sometimes. Finally somebody wins. What the winning rider did probably bears not the slightest resemblance to what is recommended in this book. Decide for yourself if that means anything.

Now move up to the top classes where the riders go so fast it scares you to watch, and so smoothly they make it look easy. These are the guys who are using the techniques you will find in this book and at my schools. When you start racing among the big boys, that's when this book tells you how to win.

Does this mean you will win? I hope so, but that's all I can say. If two racers both know how, only one can win. Maybe it's the guy who wants to win so bad he can taste it. Or the rider whose bike is set up a little better for a particular course. This is what I think: I think the winner is usually a rider who has prepared himself and his motorcycle for the race. And then he *races* every single second and fraction of a second, from flag to flag, or at least until there is no other rider challenging him. The experience of racing at the top of your ability, constantly and without let-up until you win, is enjoyed by only a few. I hope you experience it often.

The Secret: "If you are following, you are not racing."

You are out there on the race track with maybe 40 riders and each one of them *hopes* to win.

Some of them *think* they can win, some are pretty sure they can win, some figure they are still learning but it



Learn to ride anywhere on the track, so when you overtake someone you can go around him.

sure would be nice to get lucky today.

At the end, 39 guys are disappointed. You know how it is, everybody has had the experience. You try as hard as you can and then you ride back to your pit and nobody says much.

At a particular track, the same people seem to win all the time, don't they? There's a top rider in each class or sometimes even one rider who wins several classes. This guy is just *always* out there in front. He's usually in front at the start and even if he doesn't get the best start for some reason it isn't long before he's out there leading the way. And at the end, it's him *again*.

If one of these top riders is your friend, you can ask him, "Hey ole buddy, what do you do? How do you go out there and beat everybody?" He'll probably respond seriously to your question and he'll tell you something. If you don't ask him, maybe a magazine writer or reporter will ask him how to be a winner.

If he's modest about it, he'll kinda look around and say something like, "Well you just have to go faster than the other guy." If he's on a big ego trip he'll say, "There's no competition around here for a guy like me."

The main thing wrong with answers like these is they don't tell you anything you can go out there and start doing. They don't tell you how to improve, they just say to do it better or faster or something.

I'm up here on the soap box and you are asking me the question. You want to know what *you have to do to win*. I'm gonna tell you and you are not going to believe it at first. Maybe you are never going to believe it because I think 50 percent of the riders leave my school without accepting the basic idea and I think 90 percent of the racers on any track don't have the basic idea. It's too simple. Guys want to hear some trick stuff or some kind of magic that will

make them win tomorrow. I can't promise you that.

I do promise you that if you start with one simple basic idea and then *build* from it, there will be nothing to stop you from winning. Except some other guy who is doing the same thing but doing it harder than you. That's what racing is about and why about half the people in the world are fascinated by racing in one form or another. You can't avoid hard competition but you can give yourself the best shot at being a winner by starting right here, right now, with this basic idea:

Don't follow. Don't follow anybody, any time, for any reason.

I hope you are skeptical. You paid your good money to come to my school — or buy this book — or maybe both. I built you up a little, promise you a biggie, and then I say, "Don't follow."

I hope you are skeptical enough to challenge the idea. I mean challenge it beyond the obvious thing, which is if you follow somebody around and around the track you are never going to get in front of him. That's obvious of course.

Keep on challenging, and you'll start improving right now. You don't want somebody to tell you not to follow other riders around the course. You want to learn how to make good starts. You will. Accelerate as hard as your motorcycle will go and then learn to get it stopped as quickly as you possibly can. You'll learn that too. Get around the corner and accelerate onto the straight. Get over a jump and then get back down on the ground so you can put some power on the track. That too, and a lot more.

Now I'll challenge you. Suppose you learn all those good things and you can do them better than anybody you race against. That means you are fastest, right? Does it mean you will win? No sir! If you take all that talent and ability

out on the track and then follow other riders around all day, you *will not win anything*.

Following somebody around the track is the easiest thing in the world to do. It even looks like you are racing. The guy in front gets it on and throws some dirt. You get it on and throw some dirt. He goes over a big jump and flies a hundred feet in the air. Man, here you come flapping your wings right behind him. All your friends say, "Boy he's really on that guy. He's really racing!" The rider in front may even think you are racing him. But there's one person out there who knows. It's you. You know if you are following you're not racing.

So that's the way we start and that's the big secret of winning. Don't follow. I am going to say that 89 times and somebody won't even hear it once.

After you have decided not to follow, then you can concentrate on the positive things to do so you won't *have* to follow. The things that help you get around the other rider when you can go faster than he can. The things that get you down to the checkered flag first. After you have decided not to follow, that's when you can start to win. That's why it is so important.

OK.

You're convinced, I'm convinced, everybody is convinced so we can move ahead to something else now. Nobody is gonna follow anybody any more and that's your basic attitude about racing from now on.

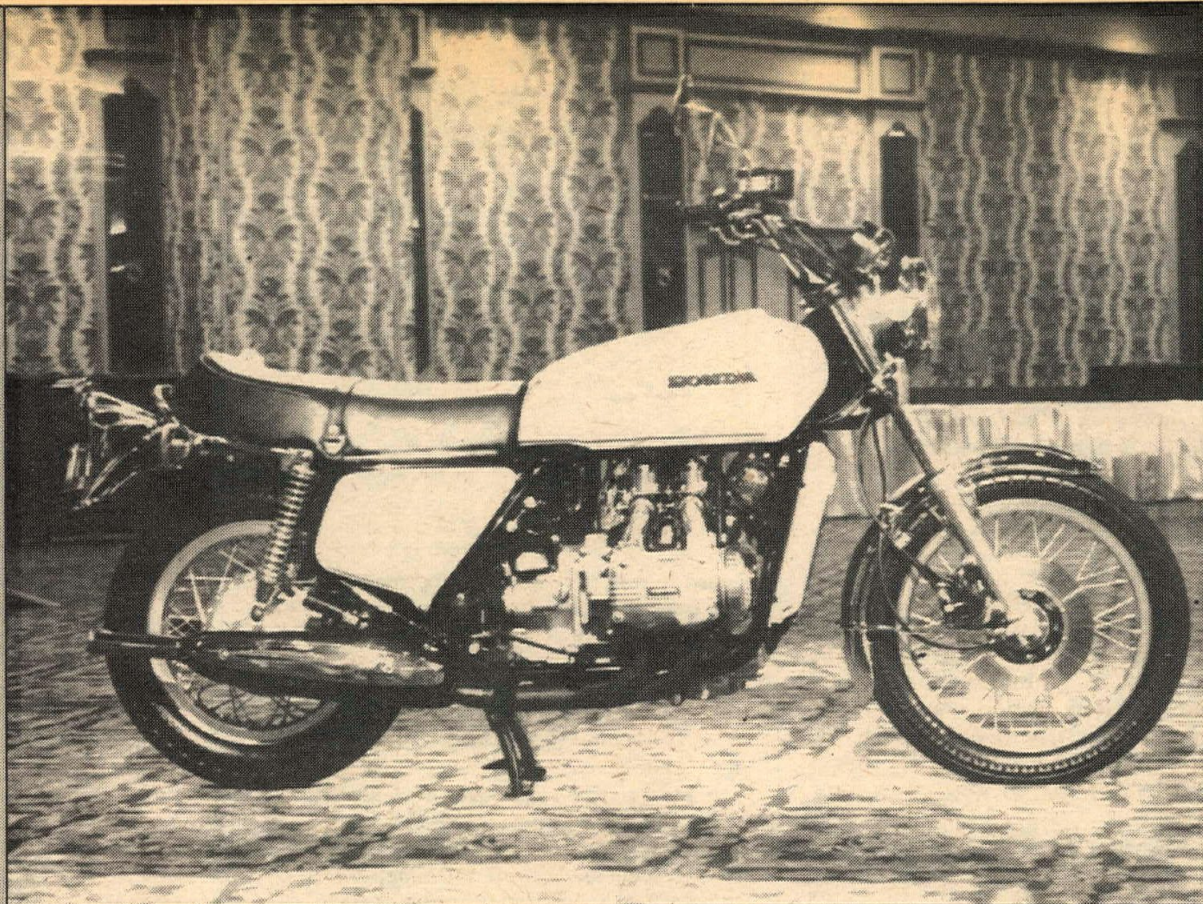
Imagine you are in a big race, it's the second lap and you are running a strong fifth, closing fast on the number four rider. There's a big sweeper turn up there with a good berm all around the outside and just as you get there you are right on this other rider. Your front tire is just nibbling the knobs on his rear tire. He gets out there on the berm and lays it over and just goes around there rooty-toot. You're so close he can feel it and the pressure is on him. He knows he can't make even one little bobble.

Coming off the berm, there is one perfect line. It goes a little wide on the short straight and sets up just right for the next corner. Number four is smokin' down that perfect line and he is really getting it on. You can't afford to lose even one-tenth of a second when you're breathing on that guy and you know from practice that going wide is the fastest line to the next turn. So there you are, halfway between the corners, and you are just gobbling that guy up and the crowd is jumping up and down and they are waving at you. You know the pressure is on him and pretty soon he is going to make just one little mistake and *what are you doing?* YOU ARE FOLLOWING THAT GUY! We've got a lot of work to do on that simple idea.

Next week: Your equipment.

Bailey works at helping other people do it better. It shows.

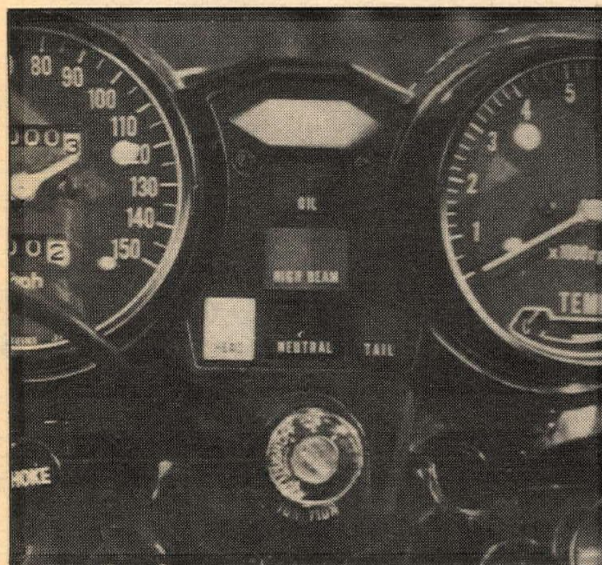




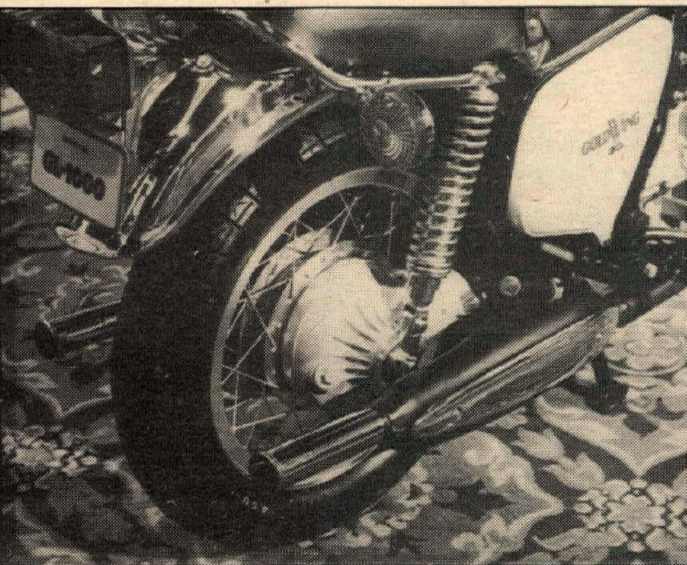
Ever wonder how soon you'll have to hit reserve when barreling down the highway? No more with the GL Honda. A fuel gauge tells the gasoline level in the under-the-seat tank. The gas tank filler is locked under the hinged top of the fake tank seen here.

Honda's GL 1000 is called the "Gold Wing" in Japan, but production models sold in the USA won't carry that name. Price: about \$2,800.

A closer look at Honda '75



The 1000's tach incorporates a water temperature gauge. When the new model was shown to the dealers the most popular change from Honda's norm proved to be the ignition switch's new location — up on the instrument cluster. There weren't any numbers stamped into the lock face to make it easy for thieves, either.



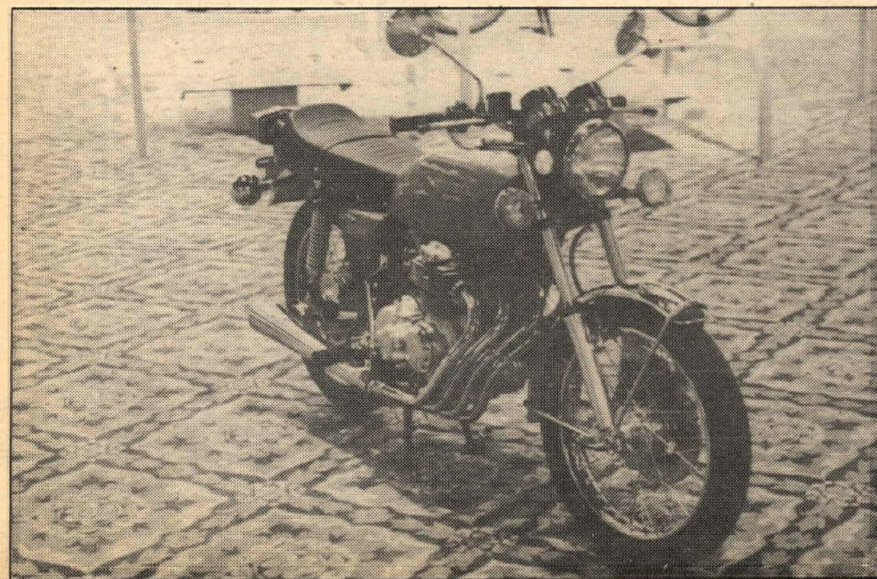
Honda's new shaft drive delivers power to the ground through a 4.50 x 17 rear tire on the big new tourer. Safety rims may be optional. A four-into-two exhaust system ends in some of the largest and quietest mufflers seen.



Honda's riding simulator is just the ticket for teaching new riders the mechanical operations of motorcycling with no cars around to run into while searching out third gear. Patty Riggs gets a lesson.

Organ-pipe styling of the new 400-4 is a departure for Honda designers.

The MR 175 Enduro comes with a big tank, small lights, knobbies and D.I.D. rims. How good an enduro mount it is won't be known until its release next year.



Green Stickie program progress

The California ORV registration program has been off to a slow start and only a few vehicles have been registered; there are about 1½ million vehicles which may be subject to registration, but only 150,000 have registered in the first two years of the program. Of this, about 128,000 renewals have been sent out by the Department of Motor Vehicles. The rate of returns on the renewals is about what could normally be expected, except that a number of persons have responded to the renewals with a blast at the program and this Department for not providing land and facilities. All new registration programs, such as the Boat Registration Program, which started a few years ago, or even the more recent Environmental License Plate Program, have started slowly.

The typical user complaint is that, (1) nothing has been provided, and (2) he is being closed off everywhere he turns. It is true that the Department has found it very difficult to do anything meaningful with such a limited amount of money available, and there has been a tendency for users not to discriminate between the land management agencies which have been responsible for the repressive policies. In our working with the other agencies, we have found cities, counties, state and federal agencies and individuals who have been negatively inclined towards ORVs. On the other hand, we have also found some who are willing and able to do their best on behalf of the ORV users. There are some persons who are simply opposed to all ORV usage.

The California Environmental Quality Act presents us with some problems in justifying projects. We feel we can work with the present law and we have experience in evaluating the project impacts on the environment. The location of an ORV use area presents a problem somewhat similar to the location of a prison or a garbage dump. No one really doubts the need for such a facility; however, the difficulty comes when a specific recommendation is made.

So far the OHV Fund has received some \$1.5 million. Up to one-half of this money is identified in the Law as being available as grants to local agencies. The high cost of land has been the single most important problem that we have faced in locating a suitable location for acquisition. We do not claim to be experts on knowing of all areas that are desirable for ORV usage. We have located a few desirable areas, but we have not developed a full listing of possible areas that the Department might want to consider for ORV usage.

Perhaps the most likely site located is some 2,500 acres of land near Littlerock. This land, between the California Aqueduct and the Angeles National Forest (where the Forest is open for ORV usage), was once very popular with the motorcyclists. It was closed, apparently due to complaints by local people. We are considering this as a candidate project for use of the \$1.5 million allocated by Director Mott to be used for ORV projects, utilizing the State Beach, Park, Recreational and Historical Facilities Fund of 1974. The actual cost of acquisition may be as

much as \$2.5 million. Because of the unique terrain and the limited environmental values here and the potential which may exist for riding onto the adjacent Forest Service lands, this may be the best project yet.

We would sincerely be interested if your readership has some pet projects they would like to recommend. Such recommendations should be areas which offer variety of terrain and which can have at least some minimal development at a reasonable expense. Land ownership should be large enough to be useful, and should be in a limited number of ownerships so as to make acquisition more reasonable. Any suggestions on this line would be most welcome and should preferably be accompanied by some type of mapping and other information to clearly identify the land or site proposed.

One of the bright spots in our funding picture has been the little known gasoline tax transfers under the Chappie-Gregorio Gas Tax Act. In 1973, the Off-Highway Vehicle Fund received \$201,000, based on gas tax paid on fuel consumed in green sticker vehicles. In 1974, the Department is hoping to receive perhaps \$500,000 from this same source. In addition, in 1975, we will begin receiving gas tax transfers, based upon street-licensed vehicles used in the same manner as green sticker vehicles. There is a study presently being done by the Department of Transportation where they will attempt to determine how much off-highway recreation usage is occurring with street-licensed vehicles. This was noted in your Papa Wealey column several weeks ago. Eventually these gas tax transfers may be the major source of money available to the OHV Fund.

The Legislature has clearly recognized the ORV as a means of recreation which is deserving of fair and equitable consideration. There have been a number of bills passed which have laid the background for this program. The state will be into the first state-owned project funded by the OHV Fund within the next several months. Senator Grunsky put through a special bill authorizing the Department of Parks and Recreation to acquire the Hollister Hills Motorcycle Playground (Harris Ranch). This first project is in northern California. We would have preferred to go into southern California first. However, Howard Harris came to us, indicating that he, for reasons of health, had to sell the property and he preferred to see it continued as an ORV area for the general public. We are delighted to have it and hope to have it in operation soon.

The other bright spot has been the local grant program. To date, we have appropriation for grants to the County of Orange, the City of Marysville, and the City of Davis. We also have an appropriation of \$30,000 for snowmobile signs and mapping. We have received grant applications for over \$750,000 worth of grants to local agencies, to be submitted to the Legislature in the upcoming budget. Hopefully, we will be able to recommend all of these projects and get this local portion of the Fund into action to start doing the users some good.

We are not prepared at this moment to announce our southern California project. I think it will be at Littlerock; however, we have some bases to touch with the Forest Service and with the County, to make sure that this is a reasonable project. As soon as I can, I will let you know about this site.

I read my Cycle News each week, and in addition to the Motocross Cat, I know that you have supported this program very solidly and that support is very much appreciated. I realize that the Department must move, and quickly, in southern California, in order to justify the support we have already received, and the future of this whole program rests on how well we can bring this off. We simply have to come forward with an excellent project.

Robert H. Meyer

(Robert H. Meyer is Chief Deputy, California Department of Parks and Recreation, Box 2390, Sacramento, CA 95811.)

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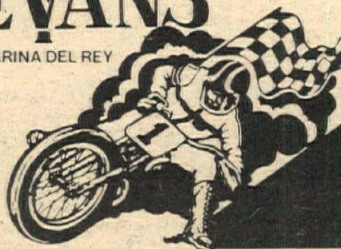
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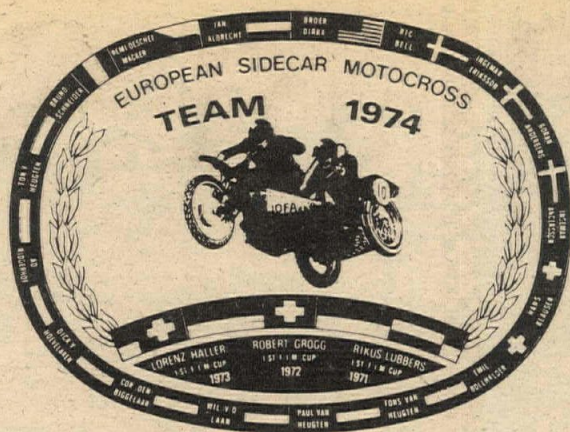
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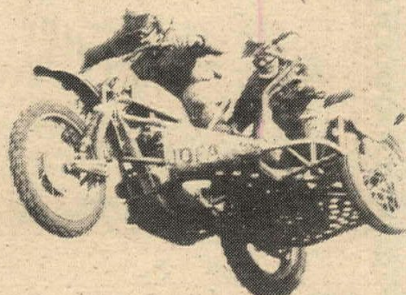


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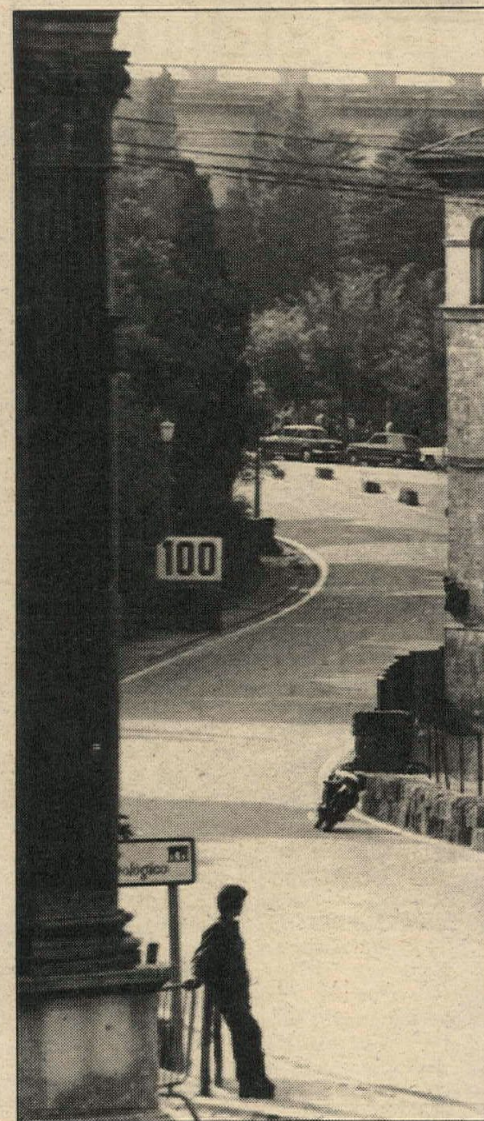
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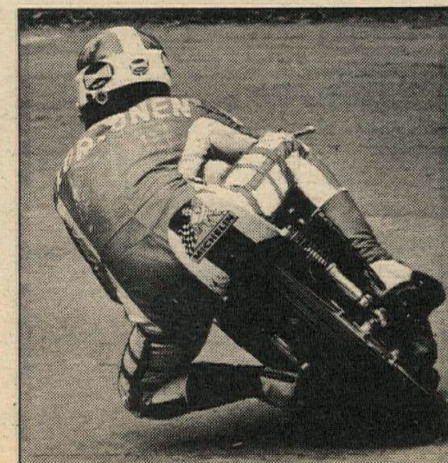
By Chris Carter

BARCELONA, SPAIN, SEPT. 24
 With all the World Championships decided, the final round of the year at Montjuich Park, Barcelona, looked as if it might be a squib.

But the meeting was full of sensation including a tragic accident involving a fireman who died from injuries received when he was struck by Japanese Takazumi Katayama during the 250 race which opened the meeting.

On the credit side, Spaniard Victor Palomo, a former World Water Ski Champion, claimed his first ever World

Fast Finn Pentti Korhonen broke a chain and lost his chance to win the 350 round. Ago was out with ignition problems.



GP season ends:

s and death in Spain



looks pretty, but city scenery doesn't give upon impact.

Championship victory when he beat West German Dieter Braun by little more than one second in the 350 event.

This victory may have pleased the Spanish crowd, but it seems unlikely that Palomo or Braun would have been in the running if Finns Pentti Korhonen and Pekka Nurmi had not dropped out, with a broken chain and lack of fuel, respectively, or World Champion Giacomo Agostini out with ignition failure on his Works Yamaha. The unlucky Finns were only two laps away from success in this 35 lap battle.

The fatal 250 class accident and a crash involving French star Patrick Pons resulted in a show-down between riders and organizers over substandard first-aid facilities. Katayama broke a finger, Pons broke his collarbone and Frenchman Bernard Fau also broke a collarbone. (For details see the incident description by Jan Burgers ... Editor.)

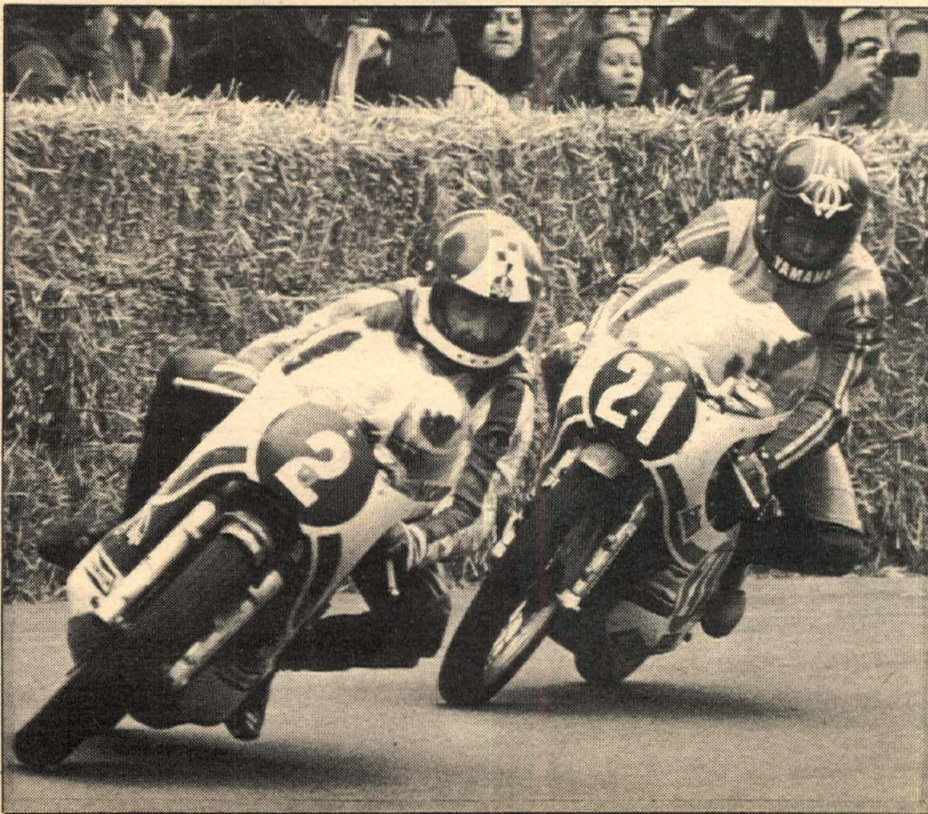
While the injured were taken to the hospital, the riders, mainly the German competitors in the 50cc race, refused to go out, supported by Giacomo Agostini, Angel Nieto and Charles Mortimer, and discussed for two hours with the organizers how to overcome the problems. It was a further half-hour before racing resumed.

The 250 race was won by Australian John Dodds, who held a half-minute lead over Pentti Korhonen and Dieter Braun, when it was finally called to a premature close due to the accident after 27 laps.

The 50cc race followed after that long break and it was a victory, though not so convincing for Henk Van Kessel on the Van Veen Kriedler, three-and-a-half seconds ahead of German Herbert Rittberger, who was almost last off the line.

Rittberger's effort was worth it because that runner-up spot gave him second place in the final World Championship Table, 22 points behind Van Kessel, but nine clear of the Van

The John Dodds (Yam 2) versus Takazumi Katayama (Yam 21) dice-of-the-day ended when a fireman, running across the track without looking to aid crashed Bernard Fau, was fatally injured in a collision that put Katayama out.



Veen teammate Julian Van Zeebroeck.

There was another Spanish victory in the 125 race, when Benjamin Grau, on a Works Derbi, walked away for a start to finish record-breaking victory. Paolo Bianchi held second place for the first 17 laps, but then the Works Morbidelli had engine trouble, letting Otello Buscherini win by less than half a second from Yamaha mounted Bruno Kneubuhler.

Surprisingly, World Champion Kent Andersson was pushed down into fourth spot, and Spaniard Angel Nieto was fifth.

Harley-Davidson's new 250cc World Champion, Italian Walter Villa missed this Grand Prix when he was rushed to the hospital near his home, shortly before he was due to leave for Spain, in a coma. He is reported to be making progress, though still in the hospital, and it is thought that his mystery illness could be connected with injuries received during the Jarno Saarinen-Renzo Pasolini disaster at Monza in May, 1973.

While the majority of the regular Grand Prix competitors were racing in Spain, British stars Barry Sheene and Phil Read were in action at the 40th Anniversary celebration meeting at Cadwell Park, Lincolnshire, England.

There, thanks to a shower of rain three laps from the end, Read riding the elderly 420cc four-cylinder MV Agusta beat Sheene (750 Suzuki), though Sheene earlier in the day won an up-to-750 ten lap battle.

Results

50cc: 1. H. Van Kessel (VVK). 2. H. Rittberger (VVK). 3. J. Van Zeebroeck (VVK). 4. G. Thurow (VVK). 5. U. Graf (VVK). 6. S. Dorflinger (VVK). 7. R. Kunz (VVK). 8. T. Timer (Jam). 9. J. Lopez (Der). 10. N. Pesche (Kre).

125cc: 1. B. Grau (Der). 2. O. Buscherini (Mal). 3. B. Kneubuhler (Yam). 4. K. Andersson (Yam). 5. A. Nieto (Der). 6. M. Salonen (Yam). 7. J. Guignavodec (Yam). 8. M. Kinnunen (Mal). 9. P. Pero (Cer). 10. P. Frohnmeyer (Mal).

250cc: 1. J. Dodds (Yam). 2. P. Korhonen (Yam). 3. D. Brujn (Yam). 4. B. Kneubuhler (Yam). 5. V. Palomo (Yam). 6. R. Minhoff (Yam). 7. J. Guignavodec (Yam). 8. O. Chevalier (Yam). 9. A. George (Yam). 10. H. Muhlebach (Yam).

350cc: 1. V. Palomo (Yam). 2. D. Bruan (Yam). 3. O. Chevalier (Yam). 4. C. Mortimer (Yam). 5. H. Muhlebach (Yam). 6. B. Henderson (Yam). 7. U. Graf (Yam). 8. N. Van Der Zanden (Yam). 9. K. Solberg (Yam).



Kent Andersson (right) tries to comfort his friend Takazumi Katayama after the tragic crash.

The terrible scene at Montjuich

By Jan Burgers

BARCELONA, SPAIN, SEPT. 24
The fantastic 1974 Grand Prix season ended tragically at the beautiful Montjuich Park circuit near Barcelona.

Inexperienced Frenchman Bernard Fau got off heavily right in front of the grandstands at the start/finish line during the 250cc race, the day's first event. Four laps later Fau was still lying in the grass waiting for an ambulance, which was stranded on the other side of the track, bits and pieces of his smashed Yamaha scattered over the course. When frantic riders and mechanics pointed out to the officials in the pits that Fau needed help, an official fireman ran across the track without looking and was hit by Takazumi Katayama on the fastest part of the circuit. The resulting spectacular crash sheared off one of the fireman's legs. Katayama escaped with a broken finger, but the fireman died on the way to the hospital. Immediate chaos and panic followed. Shouting and fighting, people streamed across the track in a terrible scene.

A disaster like the one at Monza (in which Renzo Pasolini and Jarno Saarinen died) could have easily resulted, and the organizers blackflagged the race because they were running out of ambulances.

Frenchman Patrick Pons also crashed and was told to leave the ambulance he was in because a more serious accident had happened. He walked to the paddock with a badly cut leg and there fainted from pain. Following that, for three hours riders refused to race until better medical facilities and more ambulances were on hand.



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PHOTOS BY DICK VASQUEZ

Plonkers ATA Trial Whaley by four

By Dick Vasquez

ELSINORE, CAL., SEPT. 29
Marland Whaley (Mon) hung on to edge Mark Eggar (Mon) by four points at the ATA meet at Rawhide. Martin Belair (Mon) rode very coolly to take third place and complete a one-two-three Montesa sweep.

Marland would have won by a comfortable margin had he not lost an appeal on section 12 in loop four. An unofficial tally showed that one half of the observers felt Whaley had cleaned the section prior to hanging up on a rock while the other half did not. In fact, a spectator directly across the finish (on the left side) was *positive* Marland's axle was across the section exit prior to stalling and signed the

appeal. Another observer, also directly across the finish but on the right side was also positive — that Marland did not clean it. *It was that close!*

Bernie Schreiber (Bul) chalked up 22 big ones in the first loop but recovered from this disastrous start to finish very strongly — cleaning the entire fourth loop.

Overall, the meet was rated challenging and fun by most Experts and Amateurs but too easy by the Novices. Sections 12 and 13, which were continuous, were the most challenging with large boulders and three staircases — one at the exit of section 12 and two at the end of section 13. Several riders hung up on these "case polishers" especially on loop one when many riders were dropping two points on section 12 and five on section



Jim Bennifield bulled his way through a tie-breaker runoff to take first Novice, after he and Mike Meade dropped one point for the entire trial.

Bernie Schreiber bore down and cleaned the fourth loop.



Who says there's no such thing as a trials tootsie? Mama!



Hanging out with Mark Eggar. At left: An original Greeves Anglican with Novice rider aboard.



13. Jack Armstrong, the first rider through, only dropped one point on both sections. The number of cleans increased substantially on the latter loops after the proper "lines" had been established.

Section 14 required horsepower to climb the rocky section and then finesse to negotiate the tight turns. The most spectacular ride of the day was performed on this section (inadvertently) by an unidentified Amateur who lost control on the last turn and flew off a five foot ledge into the brush. Reportedly, the "Flying Amateur" then rode off for section 17, muttering something about nightmares. Note: Contrary to post-meet speculations, Greg Lersch is not the "Flying Amateur."

Greg Lersch (Bul) took the Amateur class and in doing so compiled enough points to turn Expert.

The Novice sections were not quite up to par according to many riders. In fact, J. Bennifield (Bul) and M. Meade (Hon) only dropped one mark a piece at the end of the regulation four loops. Bennifield turned it on in the run-off to take first place.

George Smith's 250 Honda continues to prompt the same question over and over again — when this ultra-lightweight four stroke will be available to Joe Public. George guesstimates it will be late this year, however, many veteran riders feel it won't be until Sammy Miller feels it's "right" — whenever that will be.

Results in Results Section.

NEXT WEEK

RACER

Hangin out with Gene Romero

RACING

TransAMA MX

Sidecar MX

Ascot National Half-mile

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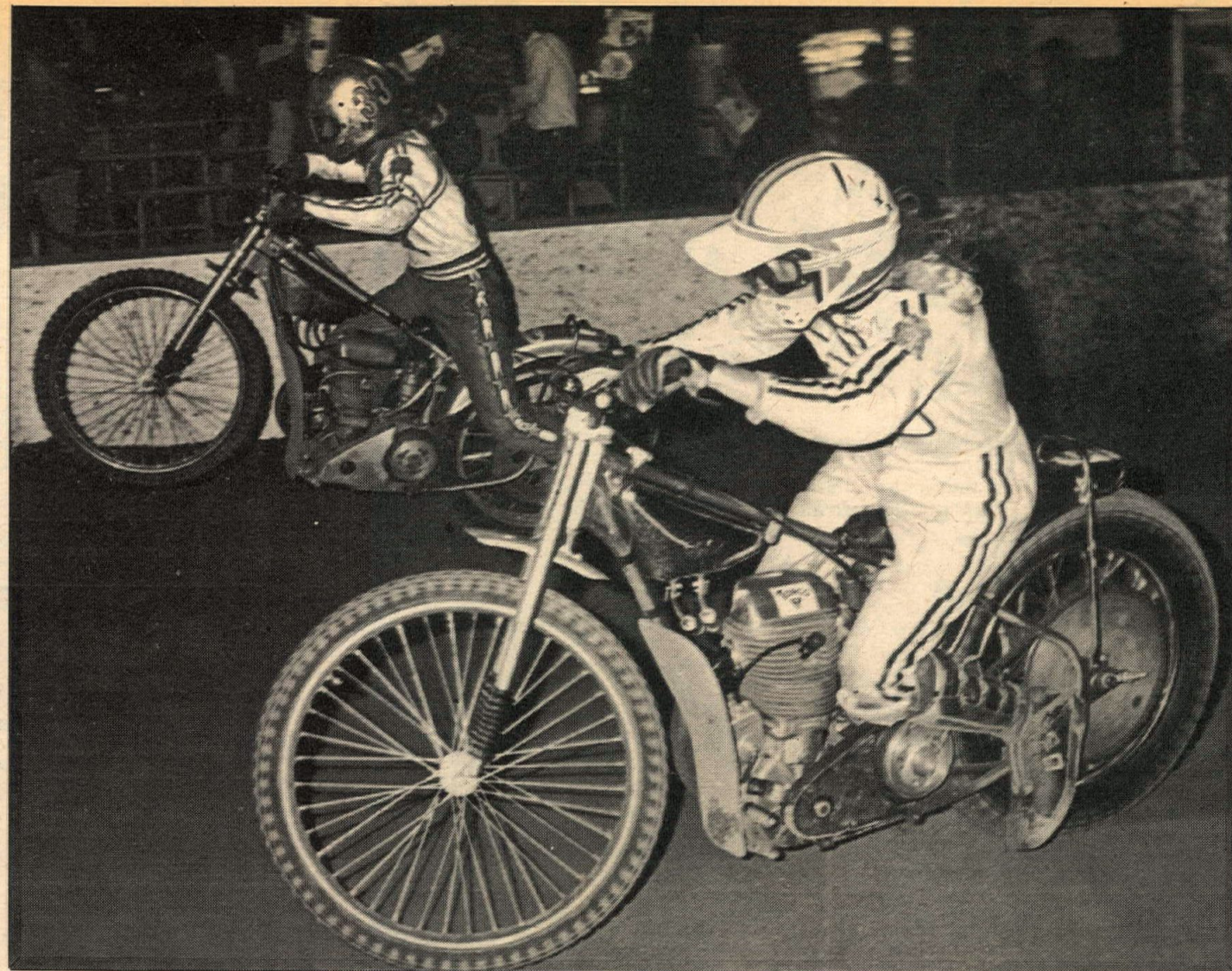
SPEEDWAY WEEK

By Dennis Greene

**Sacramento, California
Sunday, September 29, 1974**

The National Championship Speedway qualifier was a disappointment for several riders hoping to make it into the November 1 Nationals at Costa Mesa.

Most of the southland riders had never seen the track in Sacramento and the rough and sharp surface took its toll. Top riders Bill



PHOTOS BY DENNIS GREENE

High point of the Handicap Main at Costa Mesa October 4. Billy Meister gets off and sky-shots, Jeff Sexton gets it under him to garner the bacon. Lead changed five times in four laps.

Cody, Dan Becker and Mike Konle all fell at least once during the third round of qualifying. Sonny Nutter, Bill Gray and Mike Bast (riding with a broken wrist), all finished with the night's maximum of nine points. There was then a runoff to pick the top man of the night. The hurting Bast did not ride and Sonny Nutter took the win over Bill Gray.

This was the first time Mike Bast had been on a bike since breaking his wrist less than a month ago. With the help of a special cast, Mike rode in three events and, as is to be expected from the current U.S. Speedway Champ, won them all. The next round of qualifying

comes at Costa Mesa where Mike will have to again take the maximum number of points just to earn a chance to defend his title.

**Irwindale, California
Thursday, October 3, 1974**

More than six months ago, at the opening night for the Irwindale track, Bill Cody won both the Scratch and Handicap Main events. Now, with just three weeks left at the track, Steve Bast also did so. In the Scratch Main, Steve outrode three-time U.S. Champ Rick Woods in what was a good preview of the Nationals. Rick got closer than a few feet off Steve's rear tire and tried to

pass several times, but Steve had more steam and held him off.

Steve's Handicap Main win was a runaway, even though he started from the farthest-back yard marker. He moved through the traffic easily and took the lead by the third lap, going the rest of the way for the win ahead of Dubb Ferrell, who finished second.

**Costa Mesa, California
Friday, October 4, 1974**

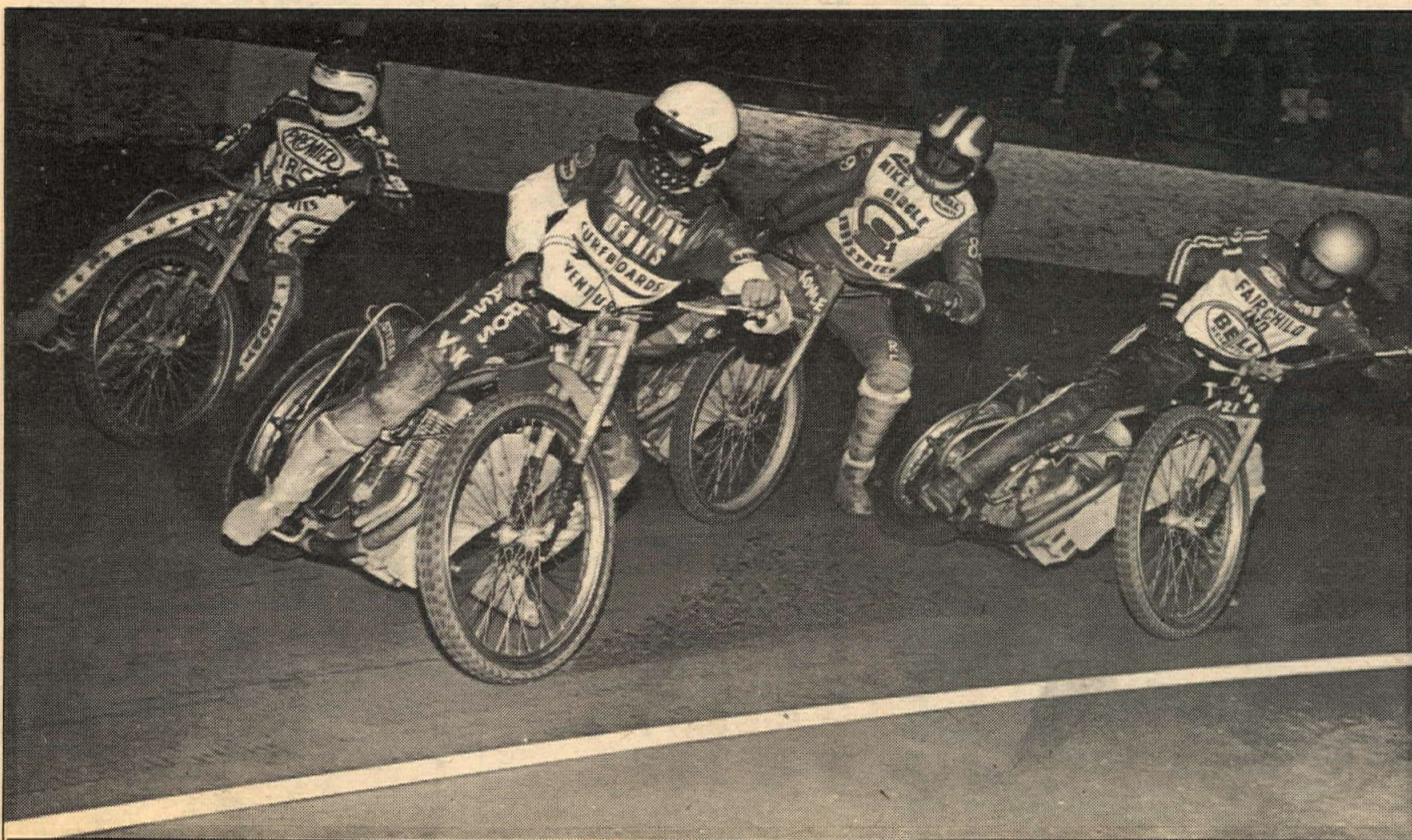
After all the heat races and semis are run in the 22-event program, you must always find Jeff Sexton in one of the main events. But until this past Friday night, the winner's circle eluded him. This time it was Jeff's turn to take home the win. His win in the Handicap Main featured some of the best riding of the night with the lead changing four times in five laps. In the closing feet of the race Bill Meister looked as if he had the win for sure when Jeff made a move to the low inside just as Meister drifted a little wide. That was all the room Jeff needed to get underneath, take the lead and cross the finish line first, just inches ahead.

With this being the qualifying round for the up coming Nationals, all the interest focused on the Scratch Main event, which saw Dubb Ferrell take over the lead in the second lap and hold off challenges of Mike Konle and Steve Bast while Bill Cody ran wide. Dubb let it all hang out for the win with "Big Mike" breathing down his neck as they crossed the finish line. Cody out-pulled Bast for third and the California Speedway Champ had to settle for fourth place.

There are only four Friday night races left in the regular season, including the U.S. Nationals on November 1, but there are several more events in the works. Ascot Park in Gardena will host two events, one on the one-quarter mile track November 8 and another on the half mile on the 15th. In December, the famous Cow Palace in San Francisco will feature the National Indoor Championships with qualifying on Friday the 13th and the Championships to run the following night. This event is sanctioned by the SRA, so all the super stars of Speedway should be running in the two nights of racing.

Results in the Results Section

Star line up at Costa Mesa. Dubb Ferrell (right) dives for the pole to beat Konle, Bast and Cody.



Michigan beats California

Ascot

By Bob F. Read

GARDENA, CAL., OCT. 4

Michigan and Iowa teamed up against the Californians last Friday night to score a historic one-two finish in the Expert final. It was the first time the Ascot riders failed to take at least one of the first two positions in the feature race.

Michigan's Corky Keener, making his second Ascot appearance, became only the fifth Expert from out of state to ever win the main event. He did it with a come-from-behind ride that took on the appearance of a tune-up for this coming Saturday night's National.

The onslaught started in time trials where eight Experts and seven Juniors all broke into the twenty-two second bracket. Michigan's Rex Beauchamp was second fastest behind Mert Lawwill. Iowa's Steve Droste also turned a twenty-two for sixth, which surprised a few.

Beauchamp went up against three Californians, all Harley mounted, scored a Trophy Dash victory over Lawwill, Wirth and John Gennai — and set a new track record!

The Main event was billed as a preview of the National coming up (no out of stater has ever won the Ascot National). Droste, rated as the most improved Expert on the National dirt circuit this year, jumped into the lead and looked like a winner. Lawwill stayed right with him the first seven laps but started to tire and drop off the pace. Beauchamp closed Mert and the two battled for second on laps four through eight.

Keener, who was running fifth most of the way in the early laps, then made his move. Corky got by Rex on lap ten and then nailed Lawwill on lap eleven, but Droste was still in command and time was running out. With less than two laps to go, Keener again made a bid. With little over a lap remaining, Keener pulled alongside and Michigan and Iowa



Is this picture sideways, or is Steve Eklund? Would you believe he saved it?

took it down to the last lap with Keener coming up the winner.

The double upset was just part of the big night. Michigan's Springsteen brothers, Jay and Ken, rated the top two Junior riders in the east this season, were also on hand for the first time. Ken became the first out of state Junior to ever record a twenty-two in time trials in his first try. A few minutes later his brother Jay did the same thing.

But Ken, the east's third ranked yellow plater, got beat in the first heat by fast qualifier Ron Tobey and Dennis Briggs in a wild three rider affair. Then John Allison came out and upset Skip Aksland in the second heat with a time that tied the old Expert track record.

Skip showed up on Kenny Roberts' brand new factory Yamaha that will be ridden by the Champ this coming Saturday.

In the final Springsteen, Jay that is, shot from fourth to first after the first lap and was on his way to the win and a new track record when his rear tire went flat at the end of lap six. Then Aksland and Allison nosed to nosed it to the finish with Aksland picking up his fifth straight win. Springsteen marked up a 22:25 lap on the fifth round, the fastest ever turned by a Junior this year and the second fastest since the track was built in 1957.

The Novice show was a Steve Eklund run this week. Steve came as near to getting off as anybody could, as he laid his Borch-framed Yamaha right down in a heat, had presence of mind to pull the clutch as he hung with the bike, stayed on the cushion's edge as he slid, righted it, and kept going.

Racin' around Red Mountain

By Jim and Bill Stewart

RED MOUNTAIN, CAL., OCT. 6

After the club which scheduled the date gave it up, the California Racing Club (CRC) asked for and got the opportunity to put on a District 37 AMA points run Sunday.

At the bomb, it was Cordis Brooks with the lead and A.C. Bakken, who did a number on the way to the bomb last week, was in hot pursuit. This is the way these two stayed the whole race. Cordis Brooks added yet another to his string of overall wins aboard the 250 Bul, with A.C. (Hus) finishing second again, and first 400 Expert.

Jim Fishback (still dizzy from racing speedway) came back out to the desert this weekend, to get ready for next week's Check Chase, which he won last year. Fishback picked up the third overall position, second heavyweight,

just ahead of 175 class berserker Dean Modesett. Modesett seems to have solved the problems his Penton had which kept him from finishing the last couple of weeks. It was Andy Kirker's turn, in the race for the number one plate in the 175 class, to DNF this weekend, breaking a swingarm.

Consistent Mike Caudillo has probably finished more times in the top 10 overall this year than any other rider, and this Sunday was one of his better finishes at fifth overall, third Open Expert. Following Caudillo was a newcomer to the Open Expert class, Bill Becker, who last weekend finished seventh overall in his first O.E. ride and Sunday improved by one position to finish sixth overall, fourth O.E.

Bob Rutten rode WFO if anyone did, holding on long enough to ride his trail bike into the top 10 overall finishing positions, and needless to say, first 100 Expert.

Jim Eveland and Art Knapp have seen each other frequently out on the desert this year, battling many long and hard miles, with Knapp's desert experience usually being the decider. But this week the tables were turned, as first year Expert Eveland led Knapp to the finish, at 11th overall, with Art 12th. After Knapp came the second 175 Expert, Max Eddy, who is one of the top riders in his class, yet very few people know who he is. So to cure this problem here is a description of Max: His district number is 50c, he rides a 175 Yamaha, and belongs to the fastest Division II club in the district, the Sand Sailors MC.

Third overall Amateur was Joe Polujancewicz, who was also second 250. Polujancewicz has not been finishing lately like he was before in the class. Maybe he has just about enough transfers to become an Expert, and doesn't want to be one too soon. Jack Kaplan motored around for first Open Amateur for the first time. Jack is Jeff Kaplan's father, who finished fourth 175 Expert a ways ahead of his old man.

Among the Trail Amateurs it was Robert Myers, finishing way up at 45th overall for first, with David Bowman second.

Another 175 rider took the overall win in the Novice class again like last week. Alan Decker was the one. Following Decker was the first 250 Novice, Mike Butler, then the first Open Novice, Steve Penm, who finished with a flat tire, and a loose gas tank. WFO award of the week has to go to Jerry Williams, who blitzed to fourth overall Novice on a tinker-toy trail bike.

Lynnette Zuber of the Desert Daisys pulled off the big win in the girls' division. Lynnette has never had her name in Cycle News, after racing and finishing several times, but this was because she is so quick that I didn't know she was of the femme gender. So to make it up to her I'll put her name in twice this week: Lynnette Zuber, first powder puffer.

For those of you who have any interesting Cycle News material you would like to see included in these District 37 desert articles that I try to write after racing in most of them, please come over and talk to me after the race at the Rovers MC camp. Any added info would be greatly appreciated. If I happened to be OD'ed from the race or broken down out on the course some where, leave a note. See you at the river.

Results

OVERALL: 1. Cordis Brooks (250 Bul) Ex. 2. A.C. Bakken (400 Hus) Ex. 3. Jim Fishback (400 CZ) Ex. 4. Dean Modesett (175 Pen) Ex. 5. Mike Caudillo (360 Bul) Ex. 6. Bill Becker (360 Yam) Ex. 7. Randy Fleming (250 Yam) Ex. 8. Bob Massey (250 CZ) Ex. 9. Steve Subith (400 Hus) Ex. 10. Bob Rutten (100 Hod) Ex. 11. Jim Eveland (250 Yam) Ex. 12. Art Knapp (400 Hus) Ex. 13. Max Eddy (175 Yam) Ex.

OVERALL AM: 1. Robert Wadlow (250 CZ). 2. Robbie Parma (175 Yam). 3. Joe Polujancewicz (250 Yam). 4. Dick Wienbrandt (250 CZ). 5. Jack Kaplan (400 Hus).

TRAIL EX: 1. Bob Rutten (Hod). 2. Bruce Ogilvie (H-D). 3. Charles Hamill Jr. (Pen). 4. Doug Martin (Hod). 5. Sandy Robertson (Hod).

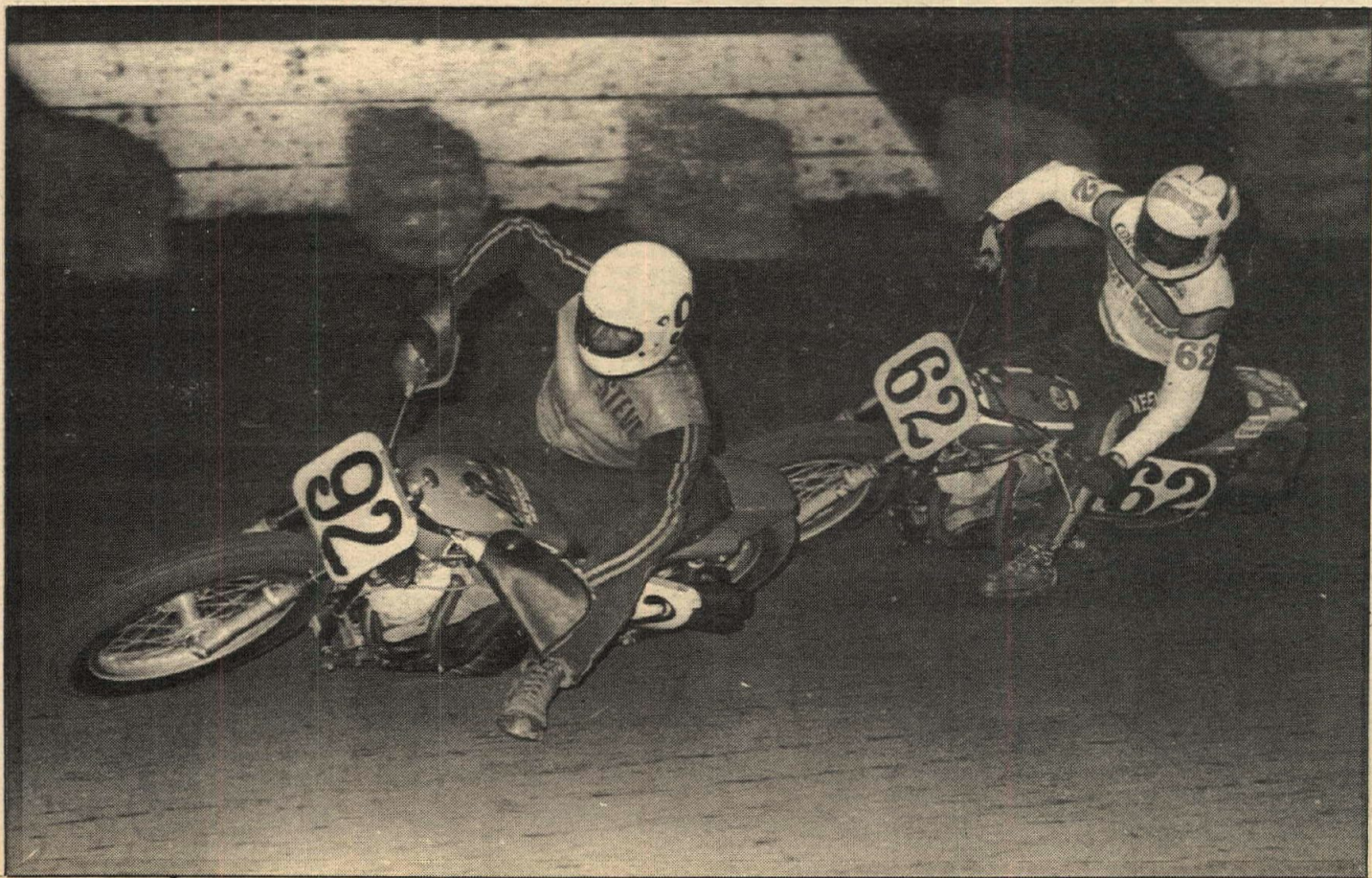
TRAIL AM: 1. Robert Myers (Pen). 2. David Bowman (Hod).

175 EX: 1. Dean Modesett (Pen). 2. Max Eddy (Yam). 3. Gary Conner (DKW). 4. Jeff Kaplan (Hus). 5. Ernie Mahoney (Puc).

OVERALL NOV: 1. Alan Decker (175 Pen). 2. Mike Butler (250 Yam). 3. Mike Butler (250 Yam). 4. Steve Penm (400 Hus). 5. Jerry Williams (100 Pen).

POWDER PUFF: 1. Lynnette Zuber (Hus).

Iowa vs. Michigan. Is this a motorcycle race, or the Big Ten? Michigan won.



PHOTOS BY DAN MAHONY

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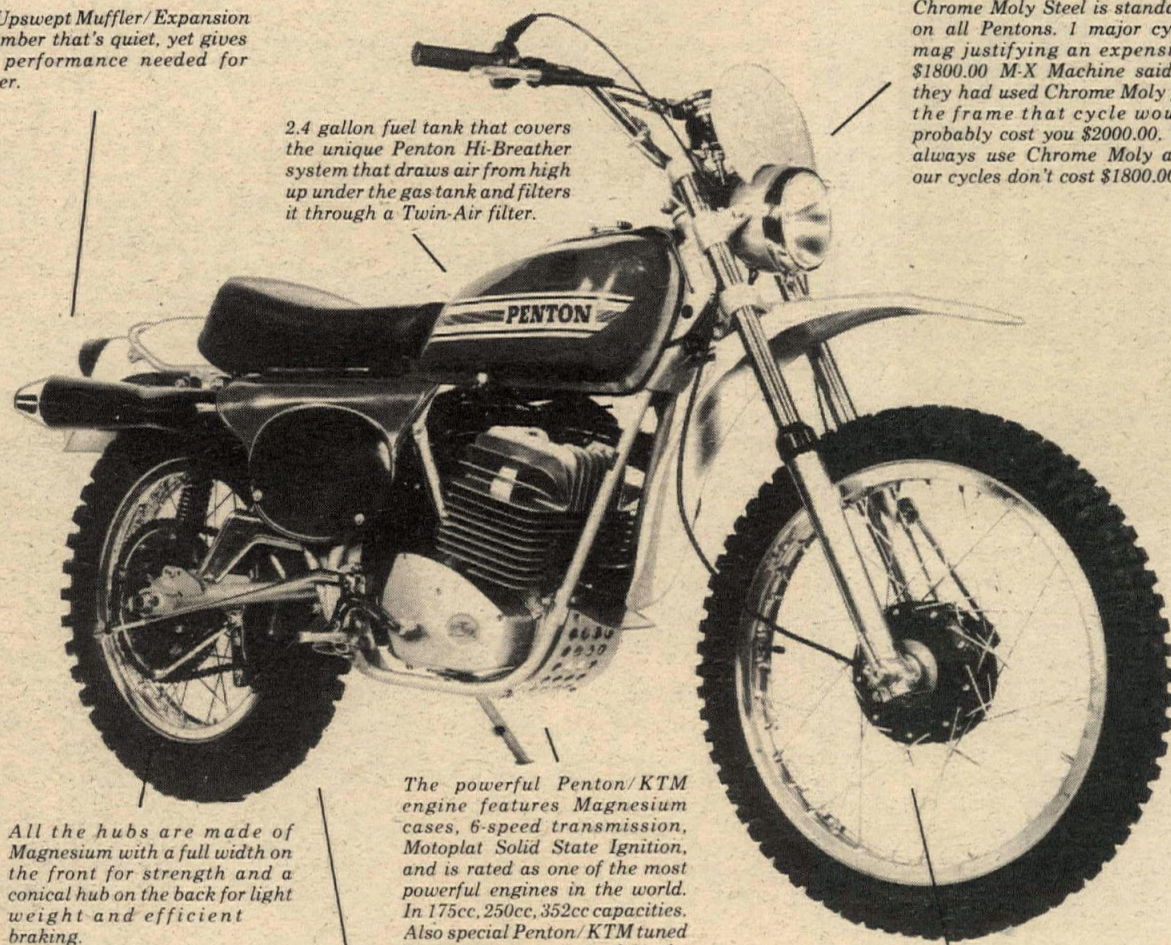
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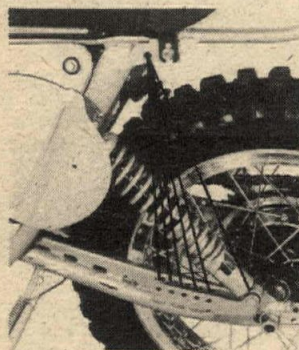


All the hubs are made of Magnesium with a full width on the front for strength and a conical hub on the back for light weight and efficient braking.

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Eropkin, who's Eropkin?

By Alan Shepherd

ORANGE, CAL., OCT. 6

In one of the best CMC 125 Pro events of the year young Dave Eropkin (Hon) emerged as the stunning winner at Saddleback Park. He'd won the first round over Mike Bell (Hon) only after a disappointed Tommy Croft (Fra) had left the scene while in the lead with a seized engine.

In the second, it was a wild affair. Dave had jumped to the lead with David Williams (Hon) hugging second. Mark Tyer (Hon) was in third, Mike Bell fourth and Croft fifth. For eight laps they fought it out, first and fifth no more than 40 yards apart. Williams dumped it near the scoring tower and quickly dropped to fifth. Croft was on the move again and he passed Bell, Tyer and finally Eropkin to pick up the win.

Meanwhile, Bell also got around Eropkin and apparently had the overall in his grasp with two laps to go when he, too, suddenly spun out and dropped back into third. Dave erupted into second and with it collected the victory.

In the 250 Pros, Jeff Vidic (Mai) was making his mark on the newly surfaced track and a bee was making its mark on Jeff. After decisively taking the first moto by more than 30 seconds, he was stung by a bee while practicing his starts prior to the final. "I'm allergic to bee stings, too," he exclaimed later.

It had an effect on the final. Jeff jumped to the lead and was pulling away when he went down. "My arm was hurting and I couldn't hold on in a turn." But, he fought back, gassed it from fifth and soon took over again and went on to sweep the class.

Results

MINIS: 1. Mike Musson (Hon). 2. Ricky Atkins (Hon). 3. Tracy Williams (Hon).
100 JRS: 1. Dean Adkins (Yam). 2. Carl Salcollura (Hod). 3. Charles Hjorth (Hon).
125 JRS DIV I: 1. Rocky McKee (Hon). 2. Joe Gregorio (Hon). 3. Paul Strickland (Hon).
125 JRS DIV II: 1. Jeff Wilson (Hon). 2. Steve Moore (Hon). 3. Ted Vandenraadt (Hon).
250 JRS DIV I: 1. Bob Winters (Yam). 2. Pat Walsh (CZ). 3. Chris Stapleton (Bul).
250 JRS DIV II: 1. Steve Pflug (CZ). 2. Keith Tomei (Hus). 3. Terry Woodruff (Hon).
500 JRS: 1. Bill Klaers (Mai). 2. Rick Sanford (CZ). 3. Ken Feulner (Mai).
125 INT: 1. Alan Smith (Hon). 2. John McGonigal (Pen). 3. Nikola Mitich (Hon).
250 INT: 1. Chuck Pettigrew (Coo). 2. Tom Burgess (Yam). 3. Rick Trammell (Mai).
500 INT: 1. Steve Dahlstrom (CZ). 2. Rory Holladay (Mai). 3. Mark Popel (Hus).
125 PROS: 1. Dave Eropkin (Hon). 2. Mike Bell (Hon). 3. Mark Tyer (Hon).
250 PROS: 1. Jeff Vidic (Mai). 2. Dave Carlson (Mai). 3. Bob Elliott (Hus).
500 PROS: 1. Mike Yorba (Mai). 2. Ron Blanton (Bul). 3. Dale Andersen (Hus).

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From Italy to New York on Gold time

By Boyd Reynolds

CAYUTA, N.Y., SEPTEMBER 22

A week after the completion of the ISDT in Italy, four of the blue helmet team riders joined 280 other competitors for the 150

Mile National Enduro between Cayuta and Newfield, New York.

Within a few miles, the riders became aware that this event was not going to be won with a one or two point loss as so many of the championship events have been so far this season. Starting at 7:00 a.m., it was directly into the mountains behind the Sebring Inn on wet soggy trails. The sky was clear, but the temperature was in the 40's. It had rained off and on for the past three days and Saturday it rained hard all day so the going was greasy and all the rocks were very slippery. There was little or no machine carrying, but similar to an ISDT type event, good rideable tough trail. Of the 285 riders that started about 61 made the finish.

Tom Penton was the last rider off the line, but like Bill Baird years back, he proved this was no disadvantage to computing the best score of the day. Dan Young tied Penton on a 968 score but he was 15 seconds further off on the tie breaker check.

To the casual observer, there were several riders to watch: Ron Bohn, the '73 ISDT Vase team rider and winner of some of this season's Championships, and second in earned points for '74; Dick Bursleson also on the '73 Vase team and the current point leader in the Championship race; Tom Penton, considered by many observers at this year's ISDT in Italy as the top American rider; Dan Young, an impressive looking

rider who proved superiority in the several ISDT qualifiers this year. All International Gold Medal caliber mixed in with riders like Frank Piasecki, Paul Cole, Don Cole (trail breaker for most of the day, changed a flat tire at 120 miles and was back leading again twenty miles further down the trail).

Short bursts of road and then back into tight woods up and down mountain sides where sliding with all wheels locked up was the rule rather than the exception.

As the result listing will show, it was a case of luck and trail familiarity that brought top positions to national unknowns while the big guns were way down on the score sheet. Most of the Nationals this season have been won by a one or two point loss, but not this event as you will note, for example, that the average point loss for placing "A" riders was a 40 to 50 point loss. A class "B" winner in the 250cc size area won the class with a total loss of 251 points, a sizeable amount you will agree?

Yet, this was not a "throw the watch away and ride" type of run as there were long sections of dirt road, some of which contained checks to catch those making up time who failed to maintain a proper schedule.

The organization at this Championship contest was not up to par with other National Enduro contests. The sound test was a farce with no meter used and there were bikes on the trail putting out close to 100 dB.

Results in Results Section.



Tom Penton prepares for the climb out of Carter Creek.



The muddy, rocky creek proved a difficult task for everyone.



Complete with extra padding, this Penton rider tackles the swamp course.

After 120 miles of pounding trail, few riders would smile in this fellow's predicament.



A rider crosses Michigan Hollow creek as Dan Young fixes his bike.



Romero wins Ontario roady

Ago-ny and Ecs-TZ in the Champion Spark Plug Classic

By Charles Clayton

ONTARIO, CAL., OCT. 6

Agostini came, but Gene Romero conquered the last 1974 AMA National road race before a crowd estimated by the promoters at

20,000. What promised to be the best race of the season started shaping up on Saturday, with five-lap (15 mile) qualifying heats for the Experts on their up-to-750cc machines. Don Castro picked the right tire compound and won the first qualifier, followed by Yamaha teammate Kenny Roberts, with Jim Evans third and Australian Warren Willing fourth.

The second qualifier starred Englishman Barry Sheene on the works Suzuki, leading Steve McLaughlin (Yam) and 14-time world champion Agostini of Italy across the line, but Ago was obviously sandbagging, waiting for the big race on Sunday. Romero was fourth after being passed by Ago on the last lap of their heat.

There had been three Ontario road races before this Champion Spark Plug Classic, and no American had ever won before. Fans waited eagerly for the start of the first of two 100-mile finals that would determine the 1974 Ontario champion and perhaps answer for the 1974 season the question, "Who is the best road racer in the world?"

Twenty seconds after the flag flew, it was clear that the question would not be answered, for Giacomo Agostini skidded into infield turn six with his rear brake locked, straightened up and got back on the track, but clipped another rider and high-sided, stuffing his red and white Yamaha TZ700 with dirt. Ago was out for the day.

The fans might have been disappointed but for the riveting racing that then ensued. Don Castro led the pack onto the front straight from the western-most turn. The course was run in the opposite direction from previous Ontario races, making the exits from the backfield towards the concrete wall scary for the riders, but exciting to see.

From third place on lap two Phil McDonald, on the privateer K&N Yamaha, swooped second place Kenny Roberts and Castro in Ago's turn and took the lead. Steve McLaughlin, running about 16th, started pouring smoke out of the Yamaha and was never a threat. Castro took back the lead from McDonald on lap four and the order was Castro, McDonald, Roberts, Jim Evans, Yvon DuHamel, Sheene, Romero, Ron Pierce and David Aldana, riding Gary Nixon's factory Suzuki. The front seven were racing in a pack, looking like a 170 MPH freight train.

Aldana dropped the unfamiliar Suzy in turn two on lap five and rejoined the

chase about 15th. Now Evans moved up to second to challenge Castro with Romero right on his stingers in third. Roberts, with Ago out of the race, now had nothing to prove. Besides the Grand National Champion's tires weren't sticking very well.

Sheene passed Gene briefly on lap seven of the 34-lap race, but Romero got him back in short order and on lap eight passed Evans and Castro for the lead, making his final pass in Ago's fuzzy turn. Now it was Castro and Sheene's turn to battle while Gene stretched his lead, having switched to Castro's tire choice after the heats.

Some of the fastest racers in Christendom were heeling around the super-raceway in the middle of the grape vineyards like yachts driven before a hurricane. Romero lapped in one minute, 50 seconds the fastest yet seen, stretching his advantage. McDonald passed Castro, Evans passed Sheene. The other imported stars, Greg Hansford (Australia), Teuvo Lansivouri (Finland), Hansueli Rotherman (Switzerland), John Boote (New Zealand) and a gang of Canadians were spaced back in the field. Lansivouri had crashed once and worked his way up.

Pit stops for gas began, in and out in a few seconds. Romero almost clipped George Miller's Yamaha coming back onto the track to relieve Castro of his temporary lead.

DuHamel and Sheene are duelling for fifth place and Sheene's Suzuki seems to have steam on the Canadian's Kaw. Sheene suffered through the day with a five-speed gearbox, which put him at a disadvantage on the swoopy infield turns. Once on the straight, however, the lone factory team Suzuki took advantage of a 20-mile-an-hour tailwind to sail past nearly everything else on the track, only to lose it again in the swerve.

On lap 31, with second place in the bag and going for first, Castro set up to lap "Teppi" Lansivouri. Romero zoomed around the Finn and Castro was committed to the pass when he realized that Teppi's line took him close, very close, to the wall entering the straightaway. There was nothing to be done but go wider to avoid colliding with the Finn. Castro got off in the fuzz, kissed the wall and slid on his back for a long time. He was not hurt.

Riders were tired from the hundred mile crouch. Hurley Wilvert was stretching his right leg past the grandstands. When Romero received the checkered flag he stopped at the

Yamaha pits and stiffly rose from his machine. Evans had inherited and held onto second place. Roberts was third and Phil McDonald, in an astonishing rookie ride, was fourth. There was one more hundred mile stretch to go.

Second Expert heat

After changing tires and checking the motorcycles, they lined up for the last leg. Romero threw away his cigarette, reconsidered and picked it up again and took one last drag on the butt. Roberts had his race face on and Gene knew that his teammate was ready to give him competition.

Bombs burst in the air and they were off on the last leg of the most exciting road race seen in many a year! Roberts spun to the front, stretching a humongous lead in the first lap, setting a new record of one minute, 48 seconds — nearly 100 MPH. McDonald and Romero were racing for second, but Phil clipped a marker cone and went end over end into turn two of lap two. Australia's Hansford was third, Lansivouri fourth, Evans fifth then a long gap and Barry Sheene was sixth, another gap, then DuHamel, space, then Wilvert (without half a fairing after clipping a hay bale), John Hateley and Doug Libby, another gap, then Dale Wylie, Jim Dunn and Mike Clarke.

On lap five Sheene charged up to fourth. Hateley rode into the pits slowly. Kenny Roberts kept coming around so fast that we thought there must be two number ones in the race. A change of tires helped Kenny regain his knee-and-shin dragging style.

Sheene was closing on second place Romero. If Roberts held his pace, Romero knew he had to finish second to win overall. The Englishman was determined to spoil that plan for Gene.

Averaging 98 MPH, the Suzuki slipped past the second place Yamaha, but Gene hung close behind, less than a bike length, through the infield — pass and repass — the battle for second was in fact the fight for first overall on Romero's part.

Lapping some back markers, Gene took advantage of the Yamaha's extra gear in the infield to get ahead of Sheene and stretched it out on the banking, through Castro's corner and weaved through traffic to try and lose Sheene. But Barry kept it on and slingshotted Romero on the straight. They bracketed Dale Wylie heading for the infield esses.

On lap 22 Sheene pits for gas — seven seconds. He whines back into the hunt in third place, just ahead of Evans. Romero's pit stop will be critical. Kel Carruthers waves another Yamaha away from the pits to keep it clear for Gene. Romero races the number three Yamaha into the pit, stops perfectly and is away in three seconds. to the cheers of the crowd!

Evans, meanwhile, has passed Sheene and is gaining slightly on Gene. Roberts is over 20 seconds ahead of second place Romero. Romero has five seconds on Evans. Roberts' lead shrinks to 12 seconds in the closing laps as Romero makes his overall win secure. The checkered flag comes out. It is the first time an American has won the Ontario classic since it began.

By virtue of his first leg win and this second place, Romero has won overall. He collects \$8,000 for first, plus \$1,000 contingency from Champion Spark Plug Company, \$500 from Bell Helmets and ABC Leathers contingency money as well. In addition, the sportswriters in the press gallery vote Gene the most



Two dozen men with a single purpose. First

Race faces. Romero's (left) and Sheene's (right)



outstanding racer of the day, worth \$1,000 from L&M cigarettes.

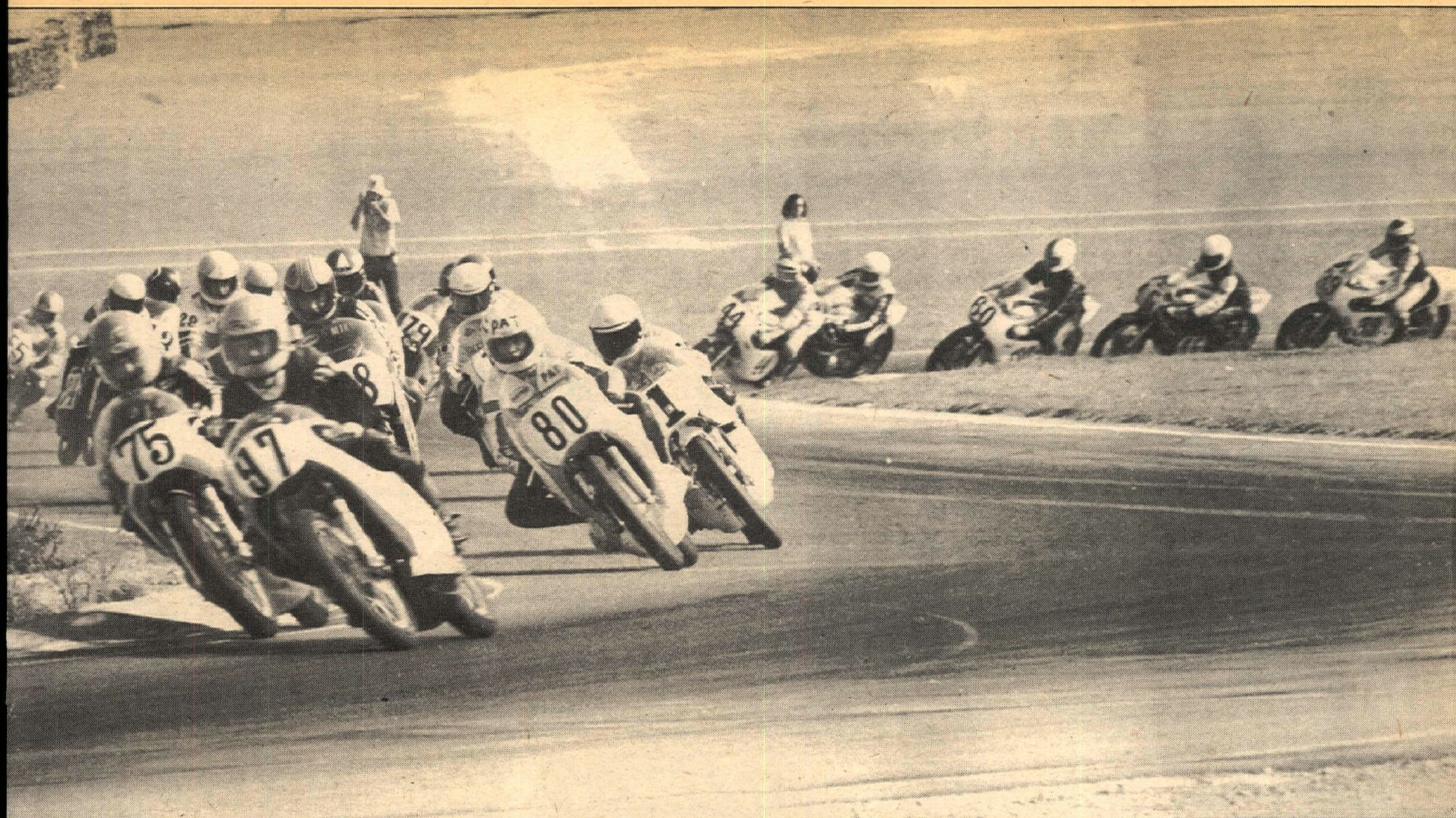
As luck would have it, Cycle News' John Ulrich was assigned to "hang out" with Gene Romero the week prior to Ontario, and next week this newspaper will present an in-depth report on how the new champion got himself tuned up for this historic victory.

Junior Race

At the wave-off it was Gary Blackman of Pennsylvania leading the Junior pack, but he was soon taken by Pat Hennen of California, and Oklahoma's Randy Cleek. A close infield battle for first place was soon joined by redheaded Walt Foster and the three fastest, Cleek, Hennen and Foster, soon outdistanced all but fourth place Scott Erickson of Montana.

The early laps were full of hard racing. Doug Killen was passing right and left through the pack. The front three passed the lead back and forth at 93 MPH average — almost fast enough for Experts.

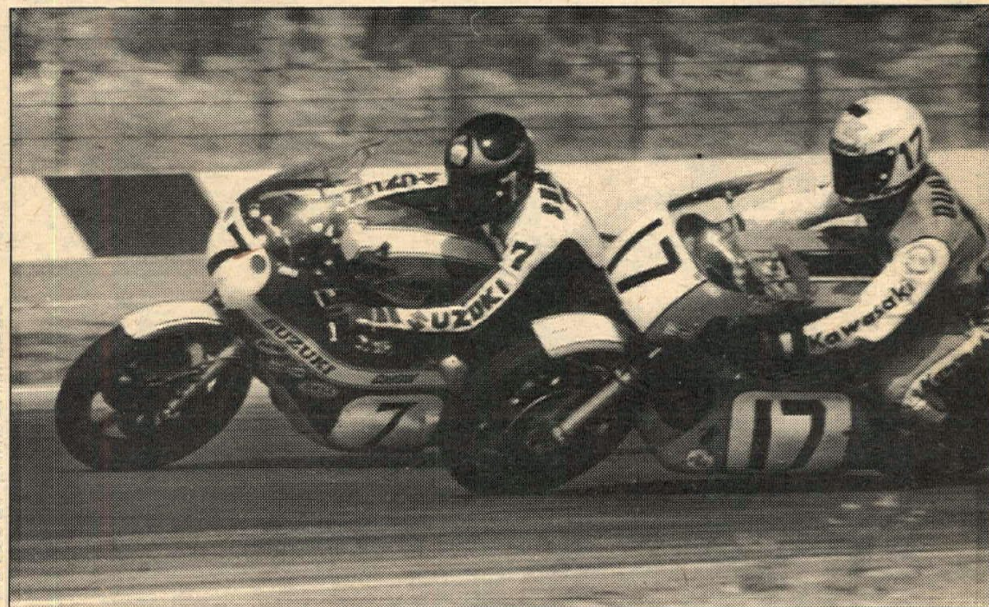
By halfway through the 50-miler Cleek had the clear advantage. Hennen hung in there in second and Foster,



of the Junior/Expert Combined race pours onto the infield.



Barry Sheene (7) rattled fairings with DuHamel in the first National heat, and with Romero in the second. He was having to slip the clutch to get out of turn two.



PHOTOS BY LANE CAMPBELL

suffering a locking back brake, held a comfortable third about half-a-mile ahead of Erickson. Although the pace fell off to 91 MPH average, the front three were using up the whole raceway, cutting close to the dirt on the tight infield esses.

Bob Hartley moved steadily up to sixth place behind Blackman, as the flags came out. Hank Scott, on the only H-D in the race, held onto 12th and John Serra put a Bultaco into the results in 14th place. It was a great appetizer for the National.

John "Pee Wee" Gleason had crashed into the retaining wall while racing for the lead in a Junior heat race Saturday and suffered a fractured right arm and possible broken hip.

Results

200MILE NAT'L. ROAD RACE (Two 100-Mi. segments): 1. Gene Romero (Yam) 1-2. 2. Ken Roberts (Yam) 3-1. 3. Jim Evans (Yam). 2-3. 4. Barry Sheene (Suz) 5-4. 5. Teuvo Lansivouri (Yam) 9-5. 6. Warren Willing (Yam) 7-7. 7. Mick Grant (Kaw) 11-6. 8. Jim Dunn (H-D) 8-10. 9. Hurley Wilvert (Kaw) 12-9. 10. Mike Clarke (Yam) 14-11. 11. Dale Wylie (Yam) 13-13. 12. Doug Libby (Yam) 16-12. 13. Yvon DuHamel (Kaw) 6-24. 14. Phil McDonald (Yam) 4-28. 15. Doug Sehl (H-D) 240-14. 16. Dennis Purdie (Yam) 17-17. 17. John Boote (Yam). 18. Greg Hansford (Yam) 10-25. 19. Mike Devlin (Yam). 20. George Miller (Yam).

Junior/Expert Combined

Privateer Ron Pierce was really up for this one. As he admitted in a trackside interview, he had spent most of this season's club racing getting his new Harley/Aermacchi RR-250 sorted out, and he was ready. By contrast, the entire Yamaha team was frantically sorting out tires and suspension right up to the start of the Final. Romero had decided to leave his 250 parked to concentrate on the National.

When Bouncing Bob Malley did his number, Pierce holeshot everybody and led into turns one-two with Pat Hennen and Roberts wedged in traffic behind him. Roberts cleared away from everybody in the infield as Don Castro came up out of traffic to play tag with Pierce and eventually pass him down the main straight.

Pat Evans got off hard coming off the back straight into turn six, just as he went by Mike Devlin. Mike said he was on the brakes, downshifting, and he heard Evans *upshift* as he went by.

By the fourth lap, Roberts had pulled out four and a half seconds on

Castro and Pierce (who were slipstreaming each other), while six seconds back from them Jim Dunn of Everett, Washington took over fourth with Mike Devlin, Pat Hennen and Marty Lunde right on his heels. These four stayed grouped together, drafting each other back and forth for several laps.

First Devlin and then Hennen worked themselves clear of Dunn, finally Hennen appeared to have won the drafting duel. Mike Devlin continued to press, however, and finally drove past Hennen on the outside of turn two, tucked under through turn three, and began to clear himself away down the backfield. He led for two laps, then Hennen repassed. They swapped places once more before Devlin's Yamaha seized solid at the end of the main straight. He got the clutch in just in time, went whistling across the grass apron outside turns one-two, and got it hauled down to a stop out on the far banking.

Castro and Pierce had been circulating within a second of each other until Don's shift shaft broke. Jim

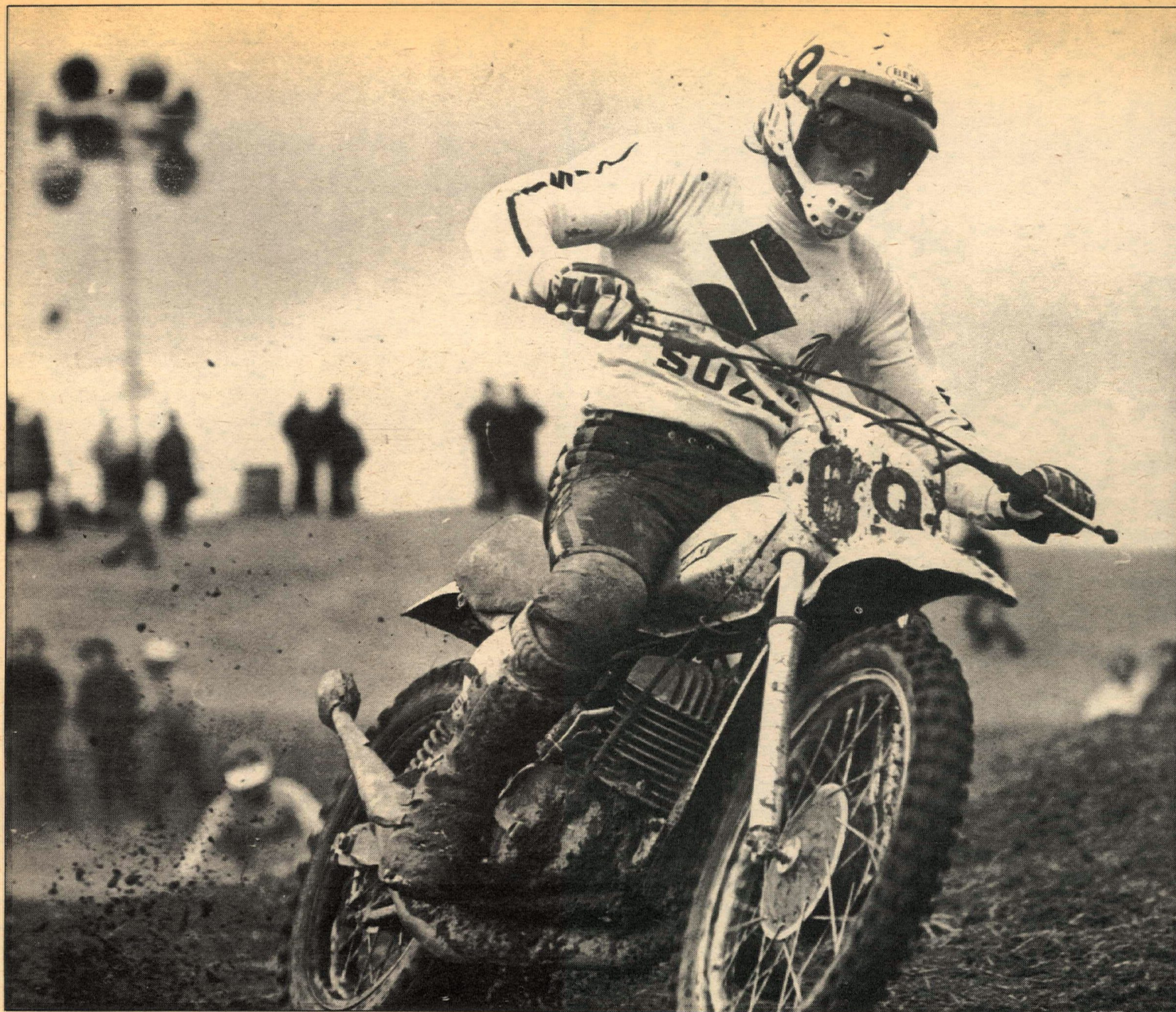
Dunn, after watching the Hennen/Devlin excitement at a safe distance moved up in the closing laps to take over third from Hennen. Marty Lunde and Gary Blackman had been circulating consistently a few seconds back for fifth and sixth.

All this left Roberts alone and unchallenged, banging both knees into the pavement, apparently in total command of both his mount and the course. After Castro dropped out, Pierce circulated alone through the back-markers to his best finish in National-calibre lightweight competition.

Results

1. Ken Roberts (Yam). 2. Ron Pierce (H-D). 3. Jim Dunn (H-D). 4. Patrick Hennen (Yam). 5. Marty Lunde (Yam). 6. Gary Blackman (Yam). 7. John Solimine (Yam). 8. Bob Hartley (Yam). 9. Jody Nicholas (Yam). 10. Bruce Lind (Yam). 11. Richard Siefried (Yam). 12. George Miller (Yam). 13. Michael Devlin (Yam). 14. Eugene Brown (Yam). 15. Dean Cleeton (Yam). 16. John Long (Yam). 17. DeWayne Keeter (Yam). 18. Kevin Stafford (Yam). 19. Conrad Urbanowski (H-D). 20. Don Castro (Yam). WINNER'S TIME: 35m, 14.463 sec. WINNER'S SPEED: 88.89 MPH.

(Continued on page 31)



PHOTOS BY DAVE FITZGERALD AND VAN VOORHIS

Unadilla was a gift to Roger DeCoster from Bengt Aberg's Bultaco.

Roger D. nails Trans-

By Gary Van Voorhis

NEW BERLIN, N.Y., OCT. 6

Roger DeCoster, after an easy first moto romp, turned in a superb come-from-behind ride that netted the Belgian Suzuki works rider the

overall title in the opening round of the Trans-AMA Series at Unadilla Sport Center in New Berlin, N.Y. DeCoster was joined by his teammate, Dutchman Gerrit Wolsink, in second place overall, to give Suzuki a lock on the top two spots and a re-play of last week's placing at the GP of Canada. Swedish Yamaha works rider, and former 250cc World Champion, Hakkan Andersson, finished in third spot overall.

Bultaco's Jim Pomeroy and Husqvarna's Brad Lackey, the only American riders with extensive GP experience, finished fourth and fifth in an event that had pre-race prognosticators predicting a foreign sweep of the top 10 spots. In all, four Americans (Tony DiStefano (CZ) and Rich Eierstedt (Hon) ninth and 10th overall) cracked the imaginary top 10 barrier with a total of 12 American riders finishing in the top 20.

Heikki Mikkola looked strong and

fast in practice but a re-injury of his left foot, initially injured in the Motocross des Nations three weeks ago, put the popular Finn out of action. Mikkola, in a gesture to his many fans at the track, rode one slow lap before the opening moto amid the cheers of the many partisan Husky fans there.

Scattered about the pits were a number of new items including Can-Am's 360cc Open class prototype, an interesting front fork modification on the works Kawasaki which added coil springs to modified forks in an effort to retain maximum handling throughout the entire moto, Harry Everts' works Puch 370cc, Bultaco's new rear suspension ala Maico that uses Bilstein shocks and a European manufactured frame plus the booming sound of Rex Staten's four-stroke factory 350cc Honda tuned by ex-road race wrench Steve Whitlock. Also new was the belt driven automatic motocrosser of Bob Harris and the debut of former works Maico rider Willi Bauer on Suzuki works machines.

Roger DeCoster ran away from the competition in the opening moto using a good start and determined riding to open a 10 second cushion by the third lap that continued to grow into an unofficial bulge of a half minute by the end of the 40 minute plus two-lap moto. Jim Pomeroy, in a safe second position from the third lap, was never challenged but behind his Bultaco the scene was chaos.

On the opening lap DeCoster and Pomeroy led Mike Runyard (Suz), Ramon Bouven (Mon), Pierre Karsmakers (Yam), Harry Everts (Puc), Hakkan Andersson and Jim Weinert (Kaw) around the sprawling one mile course. Brad Lackey (Hus) and Gerrit Wolsink (Suz) were mid-pack while Gary Jones (C-A) was beginning a charge from his last place starting position. Adolf Weil (Mai), the victim of an engine that wouldn't fire after avoiding a fallen rider, rejoined the race almost a lap down.

As DeCoster began to pull away from Pomeroy other riders were heading for



Gerrit Wolsink had the overall in the bag until Aberg broke.

AMA opener

the pits for hurried adjustments or permanent spectating. Bengt Aberg lost the spark in his engine early followed quickly by Jim Weinert whose bike "just stopped running." Marty Tripes (C-A), Hans Maisch (Mai) and Claudio Pesce (Kaw) pitted, with Tripes and Pesce returning. Jim Ellis called it a day near the halfway point with a sour engine.

With the top two spots sewn up barring any unforeseen difficulties the attention focused on the battle for third between Bouven and Karsmakers. Pierre had closed on Ramon at the halfway mark with a bike that had lost its rear brake on the second lap. Wolsink and Lackey plus Scottish Bultaco rider Vic Allen and Hakkan Andersson were also closing on the battle ahead. Karsmakers got by two laps later as Bouven, troubled with mechanical ills, made an unscheduled pit stop. Wolsink then passed Lackey but was then re-passed only to put in a charge that carried him into third around both Lackey and Karsmakers. Andersson then bumped

Lackey to sixth and the final placings were set. Weil in a tremendous charge finished 13th and Gary Jones, bowing to carburetion and handling problems which also plagued Ellis and Tripes, could climb no higher than 19th.

In the time before the second moto the pits became a flourish of activity with Karsmakers receiving a new brake rod, a weld job on his frame; Tim Hart had his base gasket replaced as well as a bent shifter; Aberg got a new ignition, Team Maico riders Maisch and Weil re-jettied their bikes while Puch rider Harry Everts was fitted with a new front brake. Jim Weinert sat tight as the Kawasaki transporter had broken down away from the track and the spares on hand were not sufficient to repair his bike; scratch one rider.

Adolf Weil, 36 and getting younger every day, led all the riders at the start of the second moto but was closely shadowed by DeCoster who was out for a sweep of both motos. Aberg, Karsmakers, Wolsink, Allen, Ellis, Andersson, DiStefano and Everts were

in a pack behind with Pomeroy 13th and Lackey right behind.

DeCoster's good position didn't last long though as he had to lay it down to avoid a fallen rider, stalling his bike in the process and dropping to 10th. The costly mishap put Wolsink into a firm hold of the overall victory at that point. A few laps later DeCoster, in eighth, again took evasive action from a fallen rider but lost only previous time and not position.

Aberg began to close the gap on Weil by lap six and four laps later took over the lead. The crowd loudly cheered DeCoster as he picked his lines carefully making up a few yards here and there on his way to sixth, three spots shy of Wolsink. By lap 12 Aberg had opened up a good lead and was on his way to winning. Weil was a comfortable second ahead of Wolsink with Andersson fourth and feeling the pressure of DeCoster. Hans Maisch, Vic Allen, Brad Lackey and Jim Pomeroy were all in contention for sixth.

At the two lap signal DeCoster

moved into fourth ahead of Andersson much to the crowd delight but the gap between Roger and Gerrit was such that it could not be made up in the remaining distance. Roger was now tied with Gerrit on points but Wolsink, by virtue of his assumed better finish would take the overall victory based on last moto placing. Roger pressed on looking for a mistake; what he got would be best called a gift.

Halfway into the next to last lap Aberg, with an unassailable lead, found himself astride a bike with an engine that wouldn't run and a sinking feeling in his stomach. This put Weil into the lead, a good distance ahead of Wolsink, and moved DeCoster up to third and the overall victory. Andersson was fourth followed by Maisch and Lackey with Tony DiStefano putting in a good ride for seventh. Jim Pomeroy, suffering suspension problems, placed eighth ahead of Ake Jonsson and Rich Eierstedt. Pierre Karsmakers, also the victim of a suspension problem, dropped from a moto high of fourth to 11th.

The Trans-AMA appears to be headed for its best season ever. The foreign contingent, strong at 17 riders, could really prove interesting once Heikki returns to action and if the seven other foreigners, who were pre-entered for the beginning of the series, show up. The strong placings of Pomeroy and Lackey as well as some of our other top performers could prove to be the aces in the deck for a series that has been dominated in the past by foreign riders.

250cc Support class

Consistency by Husky rider Kent Howerton paid off for the Texas native with an overall victory in the 250cc Support class event at Unadilla. Howerton, by virtue of his win and second placing in the two 20 minute motos easily out pointed Bultaco mounted John Savitski (2-5) and Gary Semics (5-4) for top honors. Honda rider and 125cc National Champion Marty Smith (9-1) squeezed into fourth with Bultaco's Ron Pomeroy (9-3) taking the fifth overall spot.

John Savitski (Bul) led the riders around for the first part of the first lap only to drop five places after a spill. Howerton led as the riders crested the steep hill in view of the pits and was never headed from that point on. Gary Semics (Hus) held second through the fifth lap but Savitski, Barry Higgins (Mai) and Frank Stacy (CZ) got by before the checkered flag in a duel that lasted half the race. Semics held fifth ahead of Terry Clark (Hus) and Ron Pomeroy.

Honda mounted Marty Smith blasted his way to the lead in the second moto leaving all the racing to the rest of the field. Kent Howerton, in fourth on the first lap, charged through the pack to take over second spot halfway through. Howerton later said that he almost crashed twice in his charge and that, once safely in second and with the overall victory secure, slowed his pace.

Howerton's casualties on his way to second included Ron Pomeroy and John Savitski who dropped to third and fourth respectively. Gary Semics maintained a steady fifth throughout the race as did Frank Stacy and Bob Grossi in sixth and seventh. Barry Higgins, after a third place in the first moto, acquired mechanical difficulties and dropped out early. Maico mounted Bob Plum put in the ride of the day with a charge that carried the Utah rider from dead last on the opening lap to 12th at the finish.

Results

500 International Class: 1. Roger DeCoster (1-3) Suz; 2. Gerrit Wolsink (3-2) Suz; 3. Hakkan Andersson (5-4) Yam; 4. Jim Pomeroy (2-8) Bul; 5. Brad Lackey (6-6) Hus; 6. Adolf Weil (13-1) Mai; 7. Pierre Karsmakers (4-11) Yam; 8. Ake Jonsson (7-9) Yam; 9. Tony DiStefano (11-7) CZ; 10. Rich Eierstedt (12-10) Hon; 11. Mike Runyard (10-12) Suz; 12. Rich Thorwaldson (16-13) Suz; 13. Vic Allen (8-21) Bul; 14. Gary Chaplin (15-16) Mai; 15. Tim Hart (18-15) Yam; 16. Rex Staten (17-18) Hon; 17. Harry Everts (9-26) Puc; 18. Steve Stackable (14-24) Mai; 19. Bob Harris (20-19) Rok; 20. Sonny DeFoe (25-17) Mai.

250 Support Class: 1. Kent Howerton (Hus); 2. John Savitski (Bul); 3. Gary Semics (Hus); 4. Marty Smith (Hon); 5. Ron Pomeroy (Bul); 6. Frank Stacy (CZ); 7. Terry Clark (Hus); 8. Bob Grossi (Hus); 9. Bob Plumb (Mai); 10. Rick Burgett (CZ).



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Cycle News North

Editor Lane Campbell

Winning on a rider's course: S.I.R. Road Race

By Mike Slaughter

SEATTLE, WASH., SEPT. 22

The Olympia road racing series ended with many of the day's victories giving the winner a season championship.

The 100 GP winner and champ was hard riding female Jamie Leversaler, passing many 125s on her way to victory. Bruce Lind, 125 season champ, won after doing battle with Ron Fugere. The single cylinder 125 winner and champion was Paul Peirol.

The biggest field of the day was the 500 to Open production and cafe class. Taking an easy victory was Bill White (Kaw), while second was a race-long dispute going to George Roubliceik, who had to work hard to overcome a bad start. Several 350 riders entered the 500 class and took the first three spots: John Dixon on his Yamaha first, Rick Curiston second on a Kawasaki, and winning the 500 championship by taking third with his R-5 was Fred Schuenemann. While battling each other these three passed all manner of bigger bikes including Ducati Sports and most of the rest of the 750 class.

California's AFM had a representative in the form of vacationing John Chermack, who took his undersize 200 to victory in the 250 class. The second spot was settled when Bruce Bille's Bultaco edged out Mike Casling's unusual Honda single after a spirited passing duel.

In the Open GP Frankie Juhan (Yam) continued his winning ways with an easy victory and the 500 championship. Ken Botham (Yam) did the same in the 250 GP.

The sidecar team of Rod Hudson and Bob Thomson, Suzuki powered, finished their perfect season with yet another victory.

Results in Results Section.

Ridgerunner's semi-pro MX

By Devore Fortney

WATSONVILLE, CAL., SEPT. 22

The Santa Cruz motocross track was visited by New Zealand star Ivan Miller today. Ivan has just come over from England to campaign his Penton (KTM?) in the Trans-AMA series. After relocating in the Sacramento area Ivan decided to get his first taste of American motocross. He might as well have been practicing though for all the competition he got. In both motos he just jetted into the lead and never even saw the rest of the Open class field.

In the other Expert classes it was Jim Turner (Bul) back from his well-done efforts on the National Championship scene pulling the same stunts as Ivan to sweep both the 250cc and 125cc races.

All the real dicing went on in the many Novice classes as nearly 400 of



Bill White (Kaw) does some creative hanging off and traffic-checking with a backdrop of pines at Seattle's primo road circuit.

them made it out to do battle against this rough track. The word must be getting around about this track because every race brings a bigger crowd. If it gets any bigger they're gonna have to install lights or something.

In the 500s the hot race was between Bob Salvatore and Jon Nelson. Both of these guys have been racing this track for a while and getting better at it all the time, but it was Bob's Husky that got there first when it counted. Jon's second was well received, though, as Jon rides for the Ridgerunners. That he found time to ride at all is quite a feat considering the amount of time he puts into preparing the track. Pushing his bike across the finish line for third (literally!) was Tony Littman (Pen).

The hot rider in the 250 Novices has to be Dennis Stapleton. Dennis has been smoothing out lately and is spending his time winning instead of crashing. Dennis rode to a fine win today followed by Colin Robson on his Penton.

Within the huge 125 Novice class is a

young man who week after week leads this pack around without too much flash. His name is Mike Marquez (Hon) and he did it again this week, although being pressured in the first moto by Wesley Morrel (Pen).

Results in Results Section.

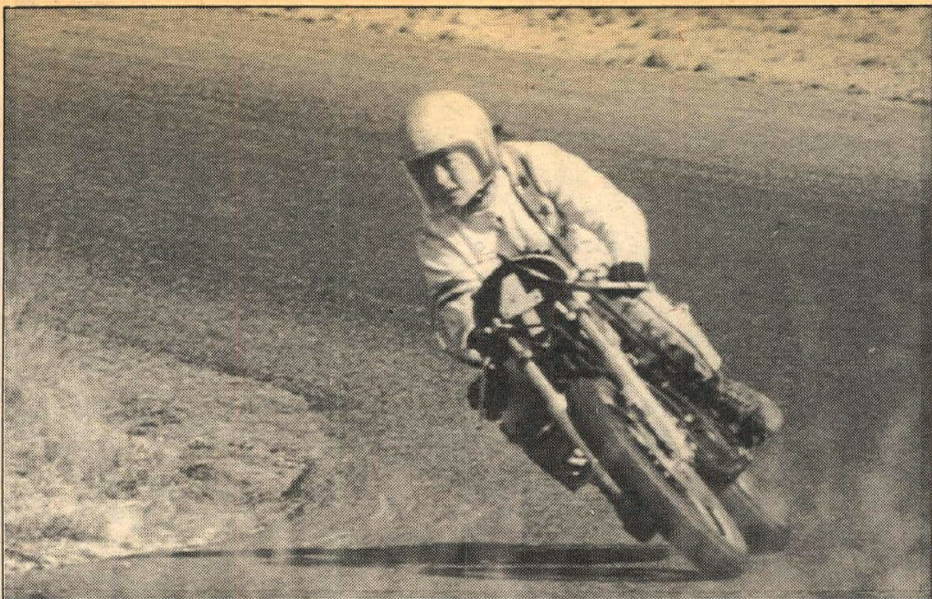
Scally scores

By W. H. Spencer

FREMONT, CAL., SEPT. 20

Bob Scally returned from two nights of Ascot racing and while his down south efforts weren't very productive, it gave him just enough edge to sweep the 360 Expert class for tonight.

Steve Carrillo clinched the title of King of Fremont last week and while things weren't going quite right tonight he did manage a fourth place



MIKE SLAUGHTER

Jamie Leversaler, 100 GP points champion for the year, is one serious female scratcher.

trophy after coming off the cheater's box. Scally led Gary Orlando for the entire distance with Marlin Stewart holding off Mike O'Brien until lap seven when Carrillo went on by working his way up from eighth on the first lap.

There are still two very close points battles that will go down to the wire. In the 125 Novice class, there are three riders in the hunt. Bernd Koegler took the points lead tonight with a second place behind Gary Spinazze.

In the 250 Novice class one point separates Paul Austin and Ron Keizer and while neither one trophied tonight the battle will go on next week with Joe Hardy still expected to be the man to beat.

In mini competition the battle in the 80 classes continues to grow and get tougher. All three classes are running separate heats and mains. In the 80 Expert Jimbo Filice was well on his way to another win over a six man field when he seized going down the front straight. In trying to look around he didn't see Brian Thompson and turned into him, suffering a badly cut finger. Steve Lucero went on to take the big win.

The battle for high point in the 60 class is quite tight between Ricky Ryan and Gary Rumble. The two were tied going into tonight's race which saw Ryan win his portion with his competition Mike Fruzen blowing a gear box. Rumble had a terrific dice with 60 Junior winner Lightning Larry Krusemann and the no points gives Ryan a good edge for the last night. •

Results in Results Section.

and Open events but ran into bad luck from the start. In the second 250 moto following a decent start, Wright was running second to the tireless Holmes when his shock body parted company from the spring. Understandably P.O.'ed, Tim packed 'er for the day. Rick Holmes ran up front from wire to wire in both 250 races to scarf the cash and, on a track as long and demanding as Hailey, earned every penny!

The 125 class had a fine race with Boise's Kenny Gallegos taking two firsts to make the dinner money for his family. Kenny rode like a man possessed to come from behind in both motos. In the second moto, Kenny was closing on leader Bob Nancolis just as they bumped into the humongus mud hole and Nancolis gassed it. This tactic caused Gallegos' Elsinore to gasp and sputter to a halt. By the time Ken had got the bike running again, Nancolis and the rest of the pack were long gone and only WFOing around the track for about fifteen minutes got Gallegos back into the lead.

The big bikes got it on pretty good on the bumpy course and Grath Williams (Hon) emerged the winner with Bruce Harris (Hus) and Bob Cook (Kaw) running in the second and third spots. King-sized Greg Martin (who has lost a lot of weight and continues to look faster) rode consistently, if not spectacularly to garner \$45 for his overall fourth, not to mention a righteous smack from the bee-ooo-tee-full trophy tootsie! Rick Holmes just smiled and took his cash without a kiss. Garth Williams said he

didn't care about the money as long as he got the lip service.

The Stan Yanke Memorial was a huge success from the riders standpoint. (At least those who went home richer). The day before had seen the running of the Southern Idaho Minibike Championships and the Amateur races and word was that the trophies were nice. There was even a surprise waiting for Paul Dupris (the 125 Novice winner) on Sunday morning. Someone left a fifty dollar bill for him and said it was from "Anonymous!" •

Results in the Results Section.



W. R. SPENCER

Steve Carrillo is King of the Hill at Fremont this year.

Marathon madness, Sand Hill style

By W. H. Spencer

BRENTWOOD, CAL., SEPT. 15

The rescheduled Fremont Marathon combined with the regular Sand Hill Ranch Marathon made for quite a crowd. Tom Anderson gave 21 trophies in one class, and the riders dug it.

Taking that big 250 win were Jim Harding and Joe Paz riding a well prepared Penton. These two know their business, at least enough so that they also won the Open class. Paz is a regular Hare Scrambler who trophied enough to become a Junior and will shortly make Expert.

The 250 class was to be a battle of survival and everybody knew it because Neil MacDannald was in attendance and within the first 10 laps, he had lapped through fifth spot. He pulled off the

track just past the one hour mark with nearly a lap lead and his new Montesa will require some work for the next outing.

Paz took the lead at that point with John Silva close behind and the Lincoln/Lenz team in third but when the results were posted, Silva had dropped to 12th. Just too many numbers.

In the Open round Gary Vanderpool took the first lap lead with Bill Greer close in tow. Vanderpool had once again decided to ride it by himself and had to gauge himself closely. He had managed a few laps with "Doc" Spencer in the 250 (they trophied) and he knew that the nearly two mile track was going to be tough. Coming downhill was the best where you could let it all hang out and it was there that a shock bolt met its demise on the fifth lap. The Bad Rock Gold Medal winner held on for two more laps but wisely pulled his Husky in and called it a day rather than break something else.

This let the Paz/Harding team move up along with Ned Marandino/Bill Flett. The two swooped the lead around between racing and pitting and the crowd loved all of it. On the 35th lap, Paz pitted and took the lead from there to the end, although Flett tried to pull closer.

A Halloween event is scheduled for October 27 with a special prize to the best dressed bike/rider and I know a Maico that would win it hands down. The goblin riding it wouldn't have to dress his hawg body anyway but normal to win the whole thing, either. (Creed, you been slumming again?... Editor)

Half-mile biggie

By W. H. Spencer

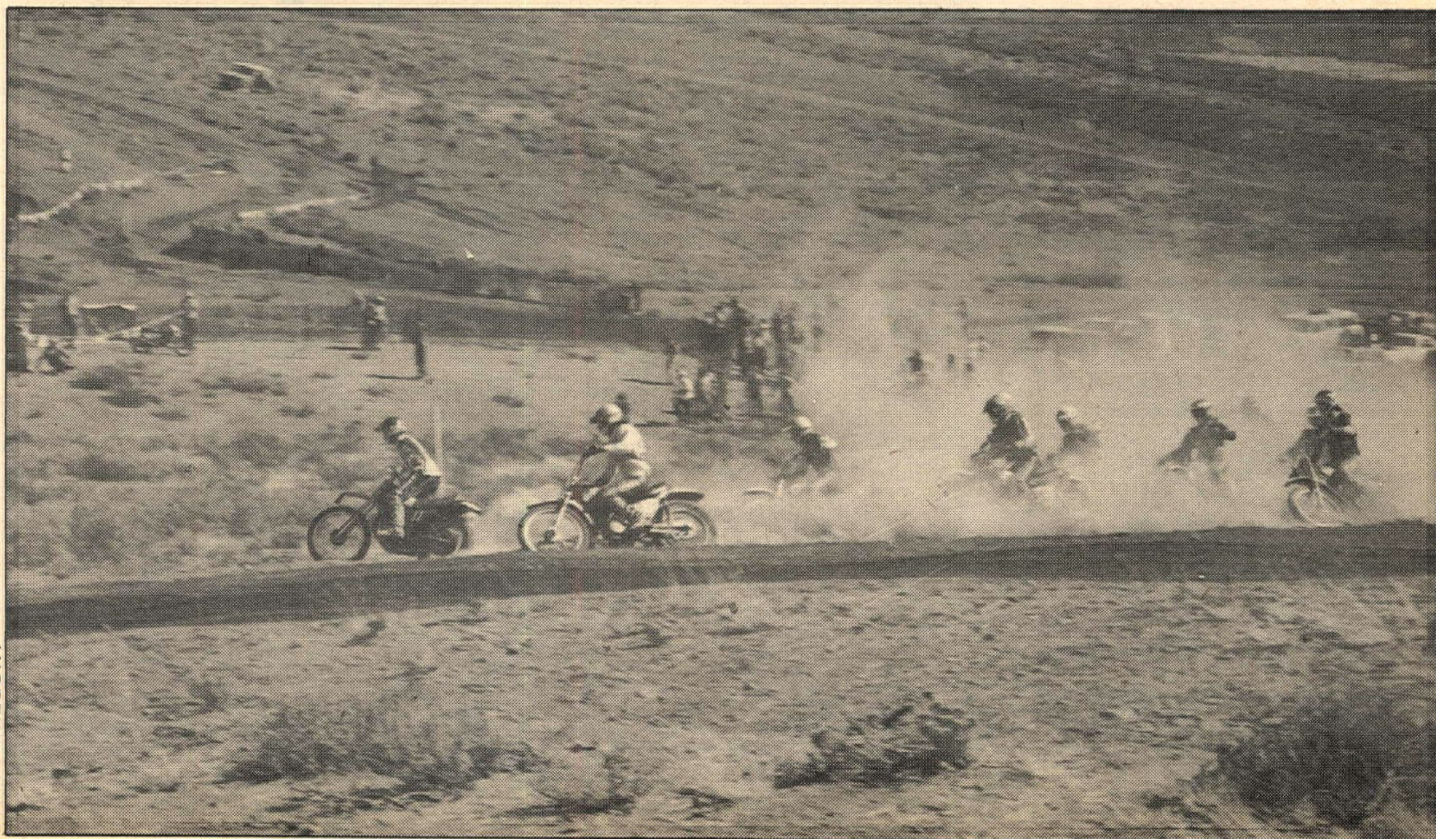
SAN JOSE, CAL., SEPT. 22

Scott Pearson rode to the feature win in today's Semi-pro half mile at the San Jose fairgrounds with a super legal and not very good start.

On the Labor Day weekend the annual pro half mile put Pearson on top for the Novice program but only after some momentous moaning had gone under the bridge. Scott has an ability to start in a fashion that isn't exactly kosher. He rolls to the line out of gear and when the starter gets to the start box, he rolls it back a foot or two and drops the hammer. When he doesn't get caught, he is usually into the first turn before the other troops get it into first.

For today, he did it right and actually came off the line in about

Where it wasn't wet, it was dusty. The Indians went that-a-way.



MARTY GREGORY

Stan Yanke Memorial MX

By Marty Gregory

HAILEY, IDA., SEPT. 24

The Stan Yanke Memorial MX was no "small potatoes" affair! The day of all professional racing saw the winner in each class take home a respectable \$125 of the \$1,000 guaranteed purse put up by the Wood River Cycle Association. Though entry was nine smackers, a fourth place in the overall results was good for \$45 and no one complained about that! The race was dedicated to the late Stan Yanke who lost his life in a non-motorcycling related accident.

Squaring off in the 250 event were Idaho State Champion Timmy Wright (Hon), State number two man Rick Holmes on a YZM, and "Leapin' Leon" Sackman (KTM). Three fast, in-shape dudes who all thirsted for green, green dollars. The first 250 moto saw Holmes blast into an immediate lead which he never lost. Rick plain outrode the entire field to finish nearly a minute ahead of the second man, Benjie Walker on a Bul. Timmy got a bad start and never got up the momentum he needed to place well. Wright had planned to ride both 250

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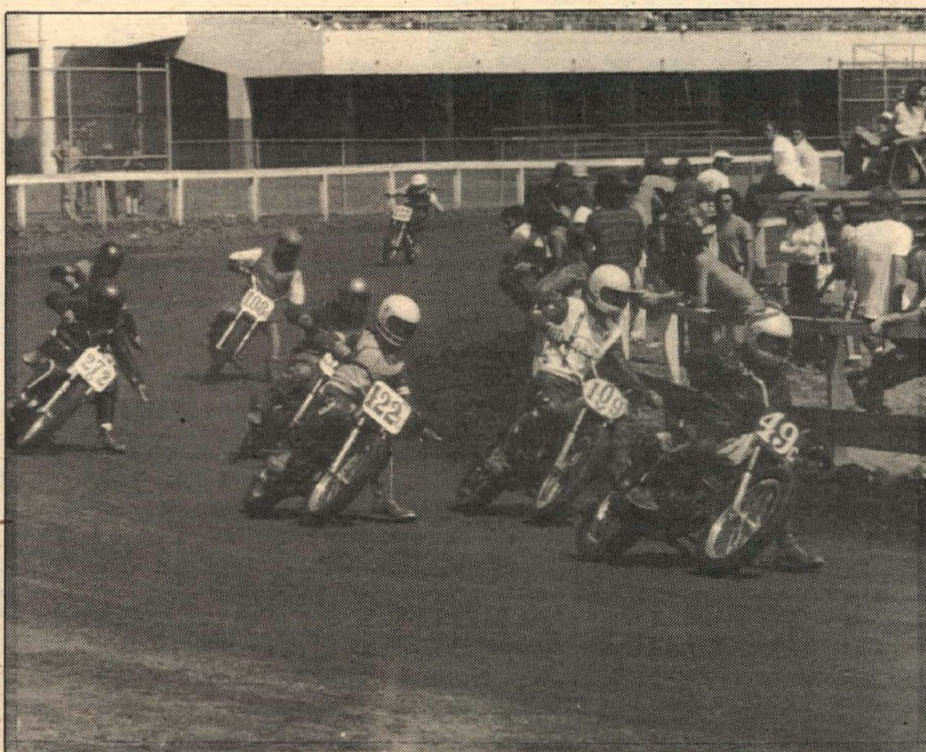
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Fancy feet-up formation flying. Al Wood leads Chuck Miller at San Jose.

Railbirds flock to see the opening laps of the 125 Novice Main.



fourth. No matter, coming down the front straight he went by Al Wood and Marlin Stewart as well as Steve Eklund. Pearson held the advantage for the 10 laps and actually pulled away from Eklund and Wood leaving some high signs behind him as he would cross the finish line on each lap. Eklund got around the Bobby Cancilla Yamaha with Wood riding a very fine race.

In the "B" portion of that 360 Expert class, Randy Gibbs and his newly acquired twin Yamaha took the win over Lowell Moulal and Al Kenyon. Big Al rode one of his finest events of the year leading the first two laps on the Sonny Kenyon Bultaco with both Moulal and Gibbs doing some hard charging. Moulal got by Kenyon on lap

three and Gibbs got him on the sixth go-round. The three stayed glued together for the last five laps and made it a hell of a race.

Andy Whitaker and Ricky Graham were dicing for fourth and fifth at the halfway point and on the seventh lap they got a little too close and bailed in the first corner. The red and checkered came out at the same time on the 10th lap and both riders walked away but after the race, a formal protest was filed against Ricky Graham for rough riding.

Leonard Castro led off the 125 Novice Main with Gary Spinazze right behind and except for a poor start by Eddie Gonzales, this would have been a six man race to the finish. Gonzales put on a terrific race in the heat with Bernd

Koegler and Tim West changing the front position each lap, but in the Main he forgot to turn on the gas and seized.

Castro led three laps but Spinazze wasn't to be denied another win on his favorite track. He took over on lap four and kept it.

The 250 Novice Main got started three times with some horrendous crashing going on but no one getting badly hurt. An inline restart was finally called for with Rick Eklund at the fore over Jim Black, Rick Siote and Joe Hardy. As usual, the first lap of the restart had someone else in the lead and it turned out to be the sixth man in the line, Paul Austin. No matter, on the next lap Hardy got by to take the win over Siote and Eklund with Black making it to the trophy line, but just barely.

Mitch Magana led the whole eight laps in the 175 Novice Main but didn't look like he was going to be able to hold it as John Hegarty looked like he was ready to do the deed when on the sixth lap the gear box gave up the cause. This left the second spot open for Stan Slate.

Scott Nelson took the first lap lead in the 360 Junior Main but got off the groove and eventually fell to fifth. John Tavis led the second lap but Fred Faltersack took the last six with his new 360 Yamaha. Larry Silva had his hands full of John Kresha's twin but held him off with Eddie Diaz taking the last of six trophies.

Robert Silva and Rodger Slack had a good duel in the 250 Junior with Silva taking the most important lap although Slack led the most. Phil Howard held off Joey Dalla for third with a total of eight hunks of brass going out for that event.

Results in Results Section.

NorCal Speedway

By Sneaky Pete

Mike Bast is back!

SACRAMENTO, CAL., SEPT. 28

Before one of the largest crowds in four years of NorCal speedway racing, twenty five southern and seven northern California riders combined to put on the finest speedway racing show every seen here.

After 24 events that could have been a scratch main on any other night of the season, Mike Bast, Billy Gray and Sonny Nutter were even at three wins and nine points each. The National Champion was riding with a specially fitted cast on his left wrist and when these riders were called out to run off the tie, Mike chose not to ride as the wrist was giving him some problems. His fine showing earlier left no doubt as to why he carries the number one on his back.

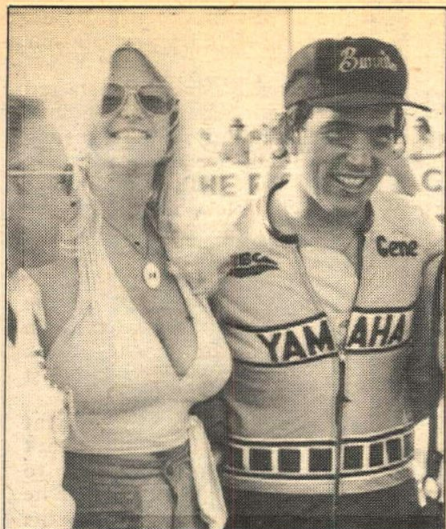
Billy Gray and Sonny Nutter put on a real battle in the tie breaker with the win and extra bonus money going to Sonny.

Runner-up in points was former National Champion Rick Woods with eight, followed by two northern riders, Alan Christian and Norman Denny with seven.

Danny Becker added four tonight for 27 total, Steve six for 27, Scott Sivadge five for 25, Jeff Sexton five for 24 and Steve Nutter three for 19. Billy Gray's nine points and 22 total moved him into fifth place in points for riders who have completed their qualifying.

Mike Rooney now leads northern riders who have completed qualifying with 14 points. Alan Christian (10 points) and Norman Denny (eight points) will have five rides in the fourth and final round at Costa Mesa on October 11. Pending the outcome of that meeting, Northern California could again have some representation in the National Championship on November first.

Results in the Results Section.



Relaxation time for a winner. Eyes front, Burrito, Nancy's watching.

(Continued from page 25)

Novice, October 5th

Skip Aksland led the Novice Final from the middle of the first lap onwards, but the real drama went on behind him as Dale Singleton of Dalton, Georgia drove from a second wave start to take second place. Singleton had not broken into the top 10 in his qualifying heat. Aksland and Ken Botham of Vancouver, B.C. won their respective heats to land in the front row of the final grid.

Murray Hoffman, who had trailed Botham in their qualifier, beat everybody off the line and into the first corner, with Aksland, Botham, Whitney Blakeslee, and Ricardo Coudres tucked in behind. Aksland thrust himself into the lead down the infield straight and quickly began to walk away with it, putting about a half second a lap on Botham, who in turn had cleared himself away from a scrambling, fairing-dusting, place-swapping melee involving Hoffman, Coudres and Blakeslee.

On the second lap, Singleton lay 14th after cutting through early traffic like a shark through sardines. By the fifth, he had worked up into sixth position and was closing on the Hoffman/Coudres/Blakeslee bunch. In another circuit, while lapping slower traffic, he had slipped by all three to go into third.

Meanwhile, Mike Baeder and Dave Racine had begun a back-and-forth duel whose momentum carried them up into the lead group. Racine passed Baeder one last time while Blakeslee overshot turn two, let Coudres by, then repassed him elsewhere on the course. Racine set his sights on Coudres, and as they shot off the banking side by side into turns one-two, they banged fairings sharply and rode each other off into the grass. Racine remained upright after some fancy footwork and got back into the race two positions down, but Coudres got spit off before he could get stopped and was detuned for the day.

During all the excitement, Singleton nipped by Botham and everybody settled down to finish. Skip Aksland never looked back — this was his last Novice road race ride, and he was making the most of it.

Results

1. Skip Aksland (Yam). 2. Dale Singleton (Yam). 3. Ken Botham (Yam). 4. Murray Hoffman (Yam). 5. Whitney Blakeslee (Yam). 6. Mike Baeder (Yam). 7. Richard Fuller (Yam). 8. Dave Racine (Yam). 9. Bruce Hammer (Yam). 10. Jim Gill (Yam). 11. Mark Goslee (Kaw). 12. Ted Davidson (Yam). 13. Rob Murray (Yam). 14. Larry Koop (Yam). 15. Gil Martin (Yam). 16. Mike Whittlesey (H-D). 17. Benny Del Monico (Yam). 18. Eric Palohelimo (Yam). 19. Steve Souter (Yam). 20. Will Hardin (Yam).

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WINNER'S TIME & SPEED: 36.35.646 sec. Speed — 86.879 MPH.

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 Al Ciaccio
 Bill Rider

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Sept. 22, 1974

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George Renshaw	Hon
Steve Schmitz	YZ
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Jim Walthall	Kaw
Cindi Watson	Suz
Steve Walthall	Kaw
125 BEG	
Mark Lester	Hon
Jay Powell	Hon
Richard Cavish	Suz
125 NOV	
Steve Anderson	Hon
Randy Polzin	Hon
Nick Mitchell	Bul
125 INT	
Allen Williams	Hon
Mark Arsenault	Hon
Bob Tolliver	Mnk
250 BEG	
Andy Murreis	Hon
Kevin Sexton	Hon
Frank Asay	CZ
250 O.T.	
Bill Dean	Yam
250 NOV	
Kevin Love	Bul
Gary Peterson	CZ
Steve Juarez	Hon
250 INT	
Darrell Brown	Mnk
Fulton Tidwell	Yam
M...	Hon

125 NOV I	
Ty Richey	Hon
J.J. Hudson	Hon
Greg Gargus	Hon
125 NOV II	
Larry Wasson	Hon
Ray O'Brien	Hon
Steve McKay	YZ
125 INT	
Randy Miller	Hon
Paul Sanders	Hon
Mike Freeman	Hon
125 EX	
Marty Miller	Hon
Rob Roper	—
175	
Bret Weland	Puc
250 1st DAY	
Frank Asay	CZ
Richard Gmur	—
250 BEG	
Dan McEnterfer	Bul
Mike Nicklaus	CZ
John Reyes	Hon
250 NOV I	
Douglas Griffith	Bul
Marc Cartwright	Yam
Mike Cody	Yam
250 NOV II	
John Metzger	Mon
Jim Bell	Yam
250 INT	
Tim Hoover	CZ
Tom Mayfield	CZ
Marty Gresham	Bul
250 EX	
John Estes	Mai
Frank Steiner	Yam
OPEN 1st DAY	
Greg McDowell	YDM
Mike Buchanan	Mai
OPEN BEG	
Rod Perry	CZ
Jack Stalnaker	Bul
OPEN NOV	
Larry Payne	CZ
Steve Cedergren	Suz
OPEN INT	
Del Piter	CZ
OPEN EX	
Melvin Edwards	CZ

**Top 20 D-36
Black Plate
As of Sept. 21, 1974
by W.H. Spencer**

Allan Yarrow	114
Phil Anderson	109
Duane Yarrow	79
John Hiebo	72
Johna Spence	70
Ted Davidson	68
Paul Brown	61
Kim Jorgensen	51
Dennis Souza	52
Ray Huff	48
Tiffen Mullenax	44
Jim Foley	43
Rick Otto	42
Dan Hogue	38
Jeff Eide	37
Steve Young	35
Graig Scroggins	35
Dale Mathers	32
Chuck Miller	28
Bob Masters	28

Motocross
Escape Country
Trabuco Cyn., Calif.
Sept. 28, 1974

SUPER MINI 1st DAY	
Tony Murray	Hon
SUPER MINI BEG	
Dave Jorgenson	Hon
John Hays	Hon
SUPER MINI NOV	
Paul Frazier	Hon
100 1st DAY	
Mark Brown	Suz
100 BEG	
John Costantino	Yam
Chris Tiner	Suz
100 NOV	
Greg Tiner	Suz
100 INT	
John Salinsky	Pen
125 1st DAY	
Brian Brum	—
Jim Degaine	Hon
Ron Reno	Suz
125 BEG	
David Wensley	Yam
Randy Wood	Hon
Kevin Leary	Hon
125 NOV	
Paul Ivie	YZ
Kent Genkins	Yam
Jeff Lysdale	Suz
125 INT	
Mike Raines	Hon
125 EX	
Norman Gomez	Hon
175	
Andy Marquez	Suz
250 1st DAY	
Ted Hart	Bul
Kerry McIntyre	Bul

Jerry Castillo	YZ
Kenneth Neese	Hon
1st DIV 250 NOV	
Dennis Stapleton	Bul
Colin Robson	Pen
Charlie Trotter	Hus
2nd DIV 250 NOV	
John Sullivan	Yam
Joel Goldsmith	Yam
Richard Goldsmith	Yam
3rd DIV 250 NOV	
Ronald McNay	Bul
Jim McGreen	Mai
David Miller	CZ
125 EX	
Jim Turner	Hon
Bob Gilbert	Hon
Paul Turner	Hus
125 AM	
Scott Cowan	Hon
Dan Geery	Hon
John Baca	Hon
1st DIV 125 NOV	
Mike Marquez	Hon
Wesley Morrell	Pen
Stephen Kusanovich	Hus
2nd DIV 125 NOV	
Eric Oberg	Hon
Lyle Shanda	Hon
Robert Pachal	Hon
3rd DIV 125 NOV	
Jeff Watts	Hus
Kelly Hardman	Hon
Gregory Larson	Hon
4th DIV 125 NOV	
Doug Arnold	Hon
Robert Galliett	Hon
Henry Taylorweder	Su

TT Scrambles
Perris, Calif.
Sept. 21, 1974
by Grace Burton
 OPEN AM/EX
 Don Grigsby
 Doug Westly
 Brian Haycock
 OPEN AM/EX
 Greg Schwes
 John Sprague
 Steve Lyons
 OPEN AM/EX
 Andy Skeel
 Dennis Briggs
 John Sperry

ITA Trials
Saddleback Park
Sept. 22, 1974
SUPPORT
Greg Lersch
AM
Paul Williams
Mike Meade
NOV
Brian Fraser
Howard Harris
Al Roper
BEG
Gil Smith
Jeff Hollenbeck
Bill Sharp
Mark Hitchler
Jerry Box
Orrin Anderson
Nancy Harris

Motocross
Escape Country
Trabuco Cyn., Calif.
Sept 29, 1974

SUPER MINI 1st DAY	
Tony Anech	Hon
SUPER MINI BEG	
Scott Talkington	Hon
Stewart Boyd	Bar
Robert Beaver	Hon
SUPER MINI NOV	
Byron Barr	Hon
Scott Phillips	Hon
SUPER INT	
John Vasquez	Hon
SUPER MINI EX	
Jamie Oliver	Hon
Joey Hamilton	Hon
100 1st DAY	
Dave Smith	Yam
Greg Knight	—
100 BEG	
Tim Ronnelley	Suz
Ron Moore	Yam
100 NOV	
Noel Leos	Yam
Ivan Leos	Yam
125 1st DAY	
George Baker	Hon
Ted Schonlaw	Hon
Scott Kline	Suz
125 BEG I	
Douglas Fukuda	Hon
Kai Medlan	Hon
Nick Beale	Hon
125 BEG II	
Charles Holmes	Hon
Doug Young	Suz

Motocross
Stan Yanke Memorial
Hailey, Idaho
Sept. 22, 1974
by Marty Gregory

125 PRO	
Kenny Gallegos	Hon
Nate Gross	Hon
Robert Nancolis	Hon
250 PRO	
Rick Holmes	Yam
Leon Sackman	Pen
Benjie Walker	Bul
OPEN PRO	
Garth Williams	Hon
Bruce Harris	Hus
Bob Cook	Kaw

**D-36 Semi Pro
Half-Mile
San Jose, Calif.
Sept. 22, 1974**

by W.H. Spencer	
100 NOV	
Bryan Caves	Kaw
Fred Nickolls	Bri
Pat Krzrarich	Yam
125 NOV	
Gary Spinazze	Yam
Leonard Castro	Hod
Tim West	Yam
125 JR	
Tony Alves	Yam
Gary Caves	Suz
Rod Spencer	Suz
125 EX	
Randy Mamola	Yam
Rick Delgado	Yam
175 NOV	
Mitch Magana	Yam
Stan Slate	Pen
200 NOV	
Scott Nail	Bul
Shawn O'Daffer	Bul
Rick Darnell	Bul
200 JR	
Corey Silva	Bul
Steve Vieira	Bul
Mal Maciel	Bul
250 NOV	
Joe Hardy	Bul
Rick Siote	Bul
Rickie Eklund	Bul
250 JR	
Bob Silva	Bul
Rodger Slack	Yam
Phil Howard	Yam
250 EX	
Bruce Hanlong	Bul
Rick Delacy	Yam
Dave Nazzisi	Yam
360 NOV	
Errol Longboya	Hon
Bernd Koegler	Hon
Gary Conterno	Yam
360 JR	
Fred Faltersack	Yam
John Tavis, Jr.	Yam
Larry Silva	Yam
360 EX A	
Scott Pearson	Kaw
Steve Eklund	Yam
Al Wood	Yam
360 EX B	
Randy Gibbs	Yam
Lowell Moural	Yam
Al Kenyon	Bul

**Ridgerunners'
Semi Pro MX
Watsonville, Calif.
Sept. 22, 1974**

by Devore Fortney	
OLD TIMERS	
Al Baumann	Hon
Frank Hicks	Hus
Al Cavanaugh	Mai
POWDER PUFF	
Valeria Case.	CZ
100 NOV	
Ed Shipman	Suz
Tim Hebard	Yam
Rudy Belerra	Hon
OPEN EX	
Ivan Miller	Pen
Larry Gurley	Mai
Dan Roberts	Bul
OPEN AM	
Paul Marino	Hus
Peter Bierwith	Mai
Terry Hicks	Bul
FIRST DIV OPEN NOV	
Bob Salvatore	Hus
Jon Nelson	Hus
Tony Littman	Pen
2nd DIV OPEN NOV	
Norman Kramer	Yam
John Peauler	Mai
Art Mitchell	Hus
250 EX	
James Turner	Bul
Dave Longcor	Bul
Ralph Leon	Pen
250 AM	
Bill Roush	Yam

1974 Bonneville Speed Records
Week of August 18-24, 1974.

Class	Old	New	Make
Size & Code	Record	Record	M/Cycle
M-AG-50-3*	58.788	61.661	Ital Jet
M-AG-50-3	61.661	70.314	Hon
M-AF-50-4	55.000	68.820	Hon
MP5-AF-50-10	60.000	76.686	Hon
P-100-1	60.000	65.696	Hon
M-AF-100-4	92.867	96.618	Hon
MP5-AF-100-9	75.000	93.186	Kaw
MP5-AF-100-10	87.773	98.455	Hon
M-C-125-2	107.639	110.398	Yam
M-AG-125-3	93.823	99.289	Nog
A-AG-125-5	91.214	101.770	Yam
MP5-C-125-8	110.209	119.032	Yam
MP5-AG-125-9*	100.310	103.247	Suz
MP5-AG-125-9	103.247	106.305	H-D
MP5-AF-250-10	132.771	141.426	Yam
P-350-1*	105.315	107.586	Yam
P-350-1	107.586	108.548	Yam
M-AG-350-3	116.599	118.577	Bul
A-AG-350-5*	116.807	125.130	Yam
A-AG-350-5	125.130	141.928	Yam
A-AF-350-6	124.093	138.155	Yam
APS-AF-350-12	129.109	133.537	Yam
MP5-AG-500-9	127.157	135.256	Kaw
P-750-1	132.081	135.244	Kaw
M-C-750-2	145.616	167.977	Yam
A-AF-750-6	158.126	160.173	Tri
MP5-C-750-8	156.999	178.527	Yam
MP5-AG-750-9	145.650	183.796	Yam
MP5-AF-750-10	155.006	178.442	Yam
S-C-750-14	133.268	248.397	Yam
M-AF-1000-4*	140.642	149.851	Hon
M-AF-1000-4	149.851	153.294	Hon
M-C-1250-2	134.278	137.413	H-D
M-AG-1250-3	150.470	152.002	H-D
M-AF-1250-4	141.742	150.888	H-D
A-AG-1250-5*	141.242	144.162	H-D
A-AG-1250-5	144.162	152.388	H-D
A-AF-1250-6	146.230	146.956	H-D
MP5-C-1250-8	126.756	141.481	H-D
S-AG-1250-15	160.000	248.285	Yam
M-AF-2000-4	188.391	199.500	H-D
APS-AG-3000-11	190.991	208.450	H-D 2 eng.
APS-AF-3000-12	175.000	231.597	H-D 2 eng.
S-AG-3000-15	190.000	197.047	H-D 2 eng.
Exp. Electric	101.470	165.367	Corbin-Gen
No.	Name/State		
41-A	Charles Martin, CA		
37-C	Tracy Walsh, TX		
37-A	Tracy Walsh, TX		
37-B	Tracy Walsh, TX		
32-A	Douglas Walsh, WA		
5-A	Philip York, NM		
13-A	Thomas B. Conway, CA		
42-A	Bryan Bowns, CA		
17-A	Dale Ebersole, CO		
35-C	Gordon Smith, CA		
84-A	Bruce Morris, CA		
19-A	Sharon Vickery, CO		
75-A	Gordon Semi, CA		
83-A	Mark Lingua, CA		
15-A	William Vickery, CO		
51-A	Bob Braverman, CA		
81-A	Steven Dudley Cole, CA		
47-A	Tom Poster, NJ		
66-A	Brian H. Eriksen, NJ		
6-A	Doral Eckhardt, CA		
71-A	Bill Davis, CA		
66-	Bryan H. Eriksen, NJ		
22-A	Ellis Lehmgren, UT		
63-A	Patrick Siddall, MI		
11-C	Don Vesco, CA		
73-A	Tim Durkee, CA		
11-B	Don Vesco, CA		
65-B	William Vickery, CO		
11-A	Don Vesco, CA		
1-B	Don Vesco, CA		
10-A	Bob Braverman, CA		
70-B	Rodney Fleischmann, MI		
88-B	Tom Whiteman, CA		
18-A	Scott Guthrie, FL		
18-B	Scott Guthrie, FL		
18-C	Scott Guthrie, FL		
62-A	Jim Yrberry, CA		
18-D	Scott Guthrie, FL		
88-A	Tom Whiteman, CA		
1-C	Don Vesco, CA		
2-B	Warner Riley, IL		
49-A	Dave Campos, NM		
49-B	Dave Campos, NM		
29-A	Thomas P. Elrod, NY		
24-A	Michael Corbin, CT		

* Note some records were bettered the same day or later in the week.

Sunflower Trials Phoenix, Ariz. Sept. 22, 1974

EX	Suz
Jeff Koskie	Bul
Gary LaPlante	Yam
Randy Clark	
AM	
Lynn Barnes	Suz
Jesse Sommer	Mon
Tim LeBlanc	Suz
Ted LeBlanc	Suz
NOV	
Mark Allen	Bul
John Holbrook	Yam
Tommy Salvato	Hon
David Clark	Sar
Ed Diehl	Bul
JR	
David Lentini	Suz
Gary Sleater	Hon
WOMEN	
Tina Moffitt	Mon
Stephanie Sommer	Mon
Terri LeBlanc	Mon
SR	
John Foy	Mon
Cal Miller	Yam
Al Clark	Yam
ENDURO	
Lee Moffitt	Hod
Bob Fitzpatrick	Hon
Daniel Ide	

Night Rain-O-Cross Tucson, Ariz. Sept. 22, 1974 by Kent Nicholls

MINI BEG	Kaw
Tophet Petruska	Hon
Martin Serrano	Hon
Tony Claravino	
MINI NOV	
Greg McDaniel	Hon
Doug Davis	Hon
Rick Watmore	Suz
OLD TIMERS	
Larry Losey	CZ
Bill Ewing	CZ
Doug Black	CZ
100 BEG	
Steve Sommerville	Suz
Gary Uselten	Yam
Fred Corral	Suz
100 NOV	
Ranel Cox	Suz
Bryan Oates	Yam
100 AM	
Larry Hardy	Car
125 BEG DIV I	
Tim Black	Suz
Dave Felder	Hon
Tom Owen	Suz
125 BEG DIV II	
Ray Kelly	Hon
Ben Teading	Yam
Tony Varela	Suz
125 NOV DIV I	
Mike Ilardo	Hon
Gary Goodrich	Suz
Brian Carey	Puc
125 NOV DIV II	
Tim Ruddy	Hon
Mike Sharp	Yam
Tim Neal	Hon
125 AM	
Bill Renolds	Hon
Jeff Sinden	Hon
Randy Etchart	Hon
125 EX	
Steve Derrick	Hon
Tim Gamble	Hus
Ken Harrayda	Hon
250 BEG	
Tom Owen	Hon
Dan Martin	Suz
Lew Waltman	Hon
250 NOV	
David Lewis	Hon
Fred Bennett	Yam
Doug Whitehead	
250 AM	
Eric Wackerly	Hon
Kurt Lahring	Suz
Paul Truehart	Hus
250 EX	
Sam Redman	Oss
David Holms	Hon
William Duffner	Yam
OPEN BEG	
Billy Buckner	Yam
OPEN NOV	
Gary Hutchenson	Yam
Gerry Klack	Hus
Harold Foster	Kaw
OPEN AM	
Dale Shatto	Yam
Kent Nicholls	CZ
OPEN EX	
Ivan Russell	Suz
Layne Hanna	Mai

AMA Dist. 37 3rd Quarter Hvywt. Scrambles Point Standings As of Sept. 1, 1974 by Diane Connolly

Mark Reichert	556
Rick Marquis	545
Don Grigsby, Jr.	442
John Sprague	440
David Rees	281
Steve Nichols	275
Keith Moss	262
Kirk Redding	256
Bill Carpenter	252
Jim Wright	210
Joe Flores	196
Derek Katanic	165
Paul Lambert	161
Steve Miller	160
Brian Tolson	156
Dennis Junker	145
Christopher Smith	135
Mike Boyle	133
Vic Hannan	126
James Foxe	122
Charles Petty	112
David Kent Wilson	90
Doug Westly	90
Ralph Porzelt	75
Willie Hockie III	65
Bill Klaers	85
Gregory Schweers	61
Jim Connolly	56
Fred Scurlock	51
Vern Maxwell	50
Randy Smith	50
Robert Katanic	47
Buck Rich	46
Gary Anderson	46
Rory Holladay	45
Scott Bodkin	40

the continuing adventures of Motocross Cat © Tony Bell



Eddie Walker	40	Douglas Grantz	15	Desert Barons	161	Bruce Bille	MB	350 PROD	
Thomas Ryan	37	Bill Bartels	15	Prospectors	90	125 SING CYL GP		John Dixon	Yam
Ronnie Aguirre	36	Brian Hobart	15	Dirt Diggers	72	Paul Peiroli	Yam	Rick Curiston	Kaw
Jim Young	33	Mike Stewart	10	SBVMC	71	Dwin Miller	Suz	Ted Ridge	Yam
Dennis Helfrick	31	David Skirum	10	Hilltoppers	60	125 TWIN CYL GP		500 PROD	
Ron Christner	30	Joe Pearson	10	Lost Angeles	51	Bruce Lind	Yam	John Dixon	Yam
Lonnie Martin	30	Don Waffle	10	Simi Valley	45	Ron Fugere	Yam	Rick Curiston	Kaw
Les McLarty	30	Charles Howe	10	TT MC	30	Jay Burchell	Yam	Fred Schuenemann	Yam
Stan Ludwig	30	John Sperry	10	Soboba	6	250 GP		OPEN PROD	
Howard Lines	27	John Calicchio	9	4 Aces	9	Ken Botham	Yam	Bill White	Kaw
Doug Hannon	25	Bob Riggs	9			Bruce Lind	Yam	George Roubicek	Hon
Jack Dannenberg	25	Thomas Howe	9			Steve Schaefer	Yam	Chuck Dukquits	Kaw
Sandy Robertson	25	Keith Edwards	9			500 GP		CAFE CLASS	
Tommy Jarnagan	25	James Dell	9			Frankie Juhan	Yam	Ramond Curry	Kaw
Earl Parker	21	Mark Lehtola	9			Steve Schaefer	Yam	Harvey Widman	Hon
Mike Laney	21	Brad Williams	8			OPEN GP		Mike Casling	Nor
Dave Lujan	21	Dennis Yuricek	8			Bruce Lind	Yam	SIDECARS	
Syd Clopton	21	Gary Coffman	8			Mike Colyer	Kaw	Rod Hudson/	
Gordan Moore	21	Roger Tremblay	7			David Hagen	See	Bob Thompson	Suz
Richard Pluger	21	Dick Stever	6			250 PROD		Vic Hudson/	
Rex Hailey	21	CLUB STANDINGS				John Chermak	Yam	Jack Hart	Suz
Jim Brown	15	Gripsters	1,270			Bruce Bille	Bul	Fran Blau/	
Russel English	15	Sandak	175			Mike Casling	Hon	L.A. Boots	Nor

S.I.R. Road Race Seattle, Wash. Sept. 22, 1974 by Mike Slaughter

100 GP		Yam
Jamie Levensaler	Yam	
Len Wells	Kaw	

RESULTS

TT Scrambles Elsinore, Calif. Sept. 28, 1974

MINI BEG	Yam
Ricky Strain	Hon
John Carter	Hon
MINI NOV A	Yam
Jeff Abel	Hon
Tony Abel	Hon
Jack Smith	Hon
MINI NOV B	Hon
Greg Bell	Hon
Rodney Rapp	Yam
MINI NOV/AM/EX	Hon
Larry Ezell	Hon
Jim Privett	Hon
100 BEG/NOV	Hon
Vern Clark	Kaw
Brian Busch	Kaw
Larry McCaul	Kaw
125 NOV	Hon
Tom DeMarco	Hon
Duane Gallaser	Yam
Mike Marks	Yam
250 NOV	Hon
Tom Roseth	Hon
Guy Gulickson	Hon
Richard Sanders	Bul
500 OPEN NOV	Yam
David Skirvin	Yam
Joe Stepler	Hus
Mark Kackstetter	Hus
BUDDY RACE	Yam
Don Grigsby	Yam
Steve Fortune	Yam
SPEC NOV	Yam
Ivan Oder Yam	Yam
Joe Stafler	Yam
Pat Aethington	Hon
125 BEG	YZ
John Getz	Yam
Gene Crownover	Yam
Wayne King	Yam
250 BEG	Hon
Pat Aethington	Hon
James Thorn	Mai
Mike Wall	Suz
100-125 AM	Yam
Brad Oxley	Yam
125 AM	Yam
Ron Sheets	Yam
Carl Whitt	Yam
250 AM	Yam
Greg Zeehner	Yam
Mike Fritz	Yam
Kevin McHugh	Hon
250 EX	Yam
Mark Prescott	Mon
David Rich	Bul
Clyde Grizzle	Bul
500 OPEN EX	Yam
Rod Sexton	Yam
Jim Wright	Yam
Don Grigsby	Yam
SPEC EX	Hon
Don Grigsby	Hon
Kevin McHugh	Bul
Ronnie Aguirre	Bul

Half-Mile Corona Rcw. Corona, Calif. Sept. 25, 1974

David DeTemple	MINI
David Jenkins	
Jeff Abel	
100 NOV	
Ron Wood	
David Waples	
Jon Waples	
125 NOV	
Mike Ochs	
Gary Nelson	
Dan Fitzpatrick	
125 AM	
Wes Chandler	
Kip Johnston	
Greg Bell	
125 EX	
Mike Tidwell	
Wayne Rainey	
Eddie Lawson	
250 NOV DIV I	
Doug Davenport	
Gary Atwood	
John Snirley	
250 NOV DIV II	
Bill Rither	
Don Snyder	
Mike Allen	
250 AM	
Eddie Beeson	
Kirk Doyle	
Dewey Seaver	
250 EX	
Steve Fortune	
Mike Tidwell	
Eddie Lawson	
OPEN NOV	
Eddie Beeson	
Larry Lambert	
Dennis Aguirre	
OPEN EX DIV I	
Jim Crowley	
Travis Petton	
Terry Griner	
OPEN EX DIV II	
Nick Voge	
Jim Wright	
Dennis Junker	

Short Track Corona Rcw. Corona, Calif. Sept. 25, 1974

by Tom Blattler

MINI NOV
Dan Bartholomew
Gary Sewell
Jeff Abel
MINI AM
Randy Throne
Gene Jenkins
Louis Kossuth
MINI EX
David DeTemple
David Jenkins
Pat Richmond
100 NOV
Ron Wood
Rick Leway
Don Tortorelli
125 NOV
Mike Ochs
Gary Nelson
Jeff Allison
125 AM
Kip Jonston
Greg Bell
Wes Chandler
125 EX
Wayne Rainey

Gordie Kidd	Yam
Mike Tidwell	Yam
250 NOV DIV I	Yam
Gary Atwood	Yam
Gim Throde	Mai
Bob Schoerbona	Hon
250 NOV DIV II	Hon
Doug Davenport	Yam
Don Snyder	Hon
Mike Allen	Kaw
250 AM	Yam
Tim Thibodoux	Yam
Dewey Seaver	Yam
Kirk Doyle	Yam
250 EX	Yam
Mike Tidwell	YZ
Jim Allison	Yam
Bill Carpenter	Yam
OPEN COMB	Yam
Terry Griner	Yam
Steve Fortune	Bul
Jim Wright	Yam

Sand Hill Marathon Brentwood, Calif. Sept. 15, 1974

MINI	
Bill Cooley	Hon
Jeff Renner	Hon
John Fortenberry	Ind
125	
Mike Udan/ Scott Rayens	Hon
Mike Bonner/ Roy Bonner	Hon
Troy Souza	Hon
250	
James Harding/ Joe Paz	Pen
Ron Paitich/ Bob Haynes	Hon
Dave Lincoln/ Mitch Lenz	Yam
Jim Lane/ Brading Farris	Pen
OPEN	
Joe Paz/ Jim Harding	Yam
Ned Marindino/ Bill Flett	Mai
Ken Carmen	Yam

Nat'l. Championship Speedway Qualifying Round

Sacramento, Calif. Sept. 28, 1974

Mike Bast	9
Billy Gray	9
Sonny Nutter	9
Rick Woods	8
Alan Christian	7
Norm Denny	7
Steve Bast	6
Larry Moon	6
Butch Corder	5
Jeff Sexton	5
Lds Chanky	5
Scott Sivadge	5
Bill Cody	5
Budd Ferrell	5
Phil Moon	4
Mike Konle	4
Mike Rooney	4
Danny Becker	4
Larry Shaw	4
Rich MacMurray	3
Steve Nutter	3
Guy Waterson	3
Troy McKee	3
Dave Sims	3

ATA Trials Elsinore, Calif. Sept. 29, 1974

by Dick Vasquez		
EX		
Marland Whaley (29)	Mon	
Mark Eggar (33)	Mon	
Martin Belair (35)	Mon	
Bernie Schreiber (42)	Bul	
George Smith III (51)	Hon	
AM		
Greg Ldrsch (28)	Bul	
Allen Anderson (32)	Bul	
Dan Sivadge (41)	Bul	
NOV		
Jim Bennefild (1) *	Bul	
M. Meads (1) *	Hon	
Robert Webb (2)	Mon	
Siegfried Magenheir (3)	Bul	
KIDS A		
Troy Goodson (2)	Yam	
Donna Evans (3)		
Scott Witt (3)	Hon	
KIDS B		
Michael Lauxen (8)	Hon	
Mark Bernbaum (9)	Yam	
Brody Widick (67)	Yam	
WOMEN		
Terry Robert (21)	Hon	
Linda Chastain (90)	Hon	
* After tie-breaker runoff		

CMC Motocross Washougal MX Pk. Washougal, Wash. Sept. 29, 1974

by Jan Newman	
MINI JR	Yam
Claude Meyer	Yam
Robby Watilo	Yam
Chip Chapman	Yam
MINI INT	
Jim Andersen	Yam
Randy Webber	Hon
100 JR	
Carl Trosper	Suz
Mark Smalley	Suz
Todd Jouffas	Yam
125 JR A	
Dave Brown	Hon
Tim Fellows	Hon
Jeff Xalbot	Hon
125 JR B	
Jim Wahl	Yam
Jeff Clark	Hon
Gordon Olson	Hon
125 INT	
Scott Bergren	Suz
Wayne Christensen	Hon
Cliff Ingham	Hon

100 INT	Suz
Clint Baker	Pen
Paul Wellman	Suz
Steve Phillips	Hon
125 PRO	Hon
Ric Burkinshaw	Hon
Ron Sun	Mnk
Barney Newman	Hon
250 JR	Hon
Jim Hargrave	Yam
Gregg Flood	Yam
Bob Cicerchi	Yam
250 INT	Yam
Greg Gainer	Hus
Vince Figone	Hon
Ernie Matthews	Hon
250 PRO	Yam
Charles Strayer	Yam
Johnny Welch	Yam
Tom Peterson	Yam
OPEN JR	Yam
Kent Adolphson	CZ
Bill Brown	Mai
Jim Newman	Mai
OPEN INT	Yam
Boyd Smith	Bul
Steve Johnson	Yam
Richard Johnson	Yam
OPEN PRO	Mai
Jerry Allen	Mai
Butch Waymire	Yam
Byron Bates	CZ
OLD TIMERS EX	Mai
Jim Newman	CZ
Dennis McCarty	CZ
OLD TIMERS NOV	Yam
Don Taylor	Bul
Jim Morgan	Bul

CMC Motocross Mac MX Park MacMinnville, Ore. Sept. 22, 1974

by Jan Newman	
MINI JR	
Lee Gamber	Hon
David Schuler	Yam
Todd Walker	Yam
MINI INT	
Jim Anderson	Yam
Shane Fuller	Hon
Claude Meyer	Yam
100 JR	
Jeff Walker	Yam
John Henning	Suz
Larry Stopper	Yam
100 INT	
Kent Maitland	Hon
Steve Phillips	Suz
125 JR A	
Jace Craun	Hon
Jeff Howard	Suz
Tom Nixon	Hon
125 JR B	
Marty Fleck	Hon
Tom Hendrickson	Hon
Gordon Olson	Hon
125 INT	
David Burkhardt	Hon
Randy Jungwirth	Hon
Bill Wagner	Hon
250 JR A	
Pat Abel	Oss
Doug Marshall	Yam
Steve Boyer	Hon
250 JR B	
Richard Mather	Yam

AMA Dist. 37 Lightweight Division II Point Standings As of Sept. 23, 1974

Name	Pts.	Class	Transfer Pts.
1. Andy Kirker	2370	Ex	
2. Ron Holst	1815	Ex	
3. Ron Hall	1810	Ex	
4. Monte Lee	1485	Ex	
5. Tim Bowman	1470	Ex	
6. Mike Holbrook	1435	Ex	
7. Bob Hayes	1260	Ex	
8. Charles Barney	1260	Ex	
9. Garry Conner	1223	Ex	
10. Jeff Jeffries	1200	Ex	
11. Lance Biscoe	1190	Ex	
12. Jeff Marsh	1185	Ex	
13. Mike Eckardt	1170	Ex	
14. Bill Larson	1090	Ex	
15. Bill Friant	1076	Ex	
16. Max Eddy	949	Ex	
17. Danny Williams	910	Jr	5
18. Jeff Kaplan	902	Ex	
19. Wayne Lee	885	Ex	
20. Dean Modesett	810	Ex	
21. Ernie Mahoney	785	Ex	
22. Gerald Cunningham	780	Jr	6
23. Bob Terrazas	766	Jr	9
24. Jeff Lambson	762	Jr	7
25. Roland Rodman	747	Jr	9
26. John Chestnut	742	Gr	8
27. Jack McEvoy	712	Jr	5
28. Andy Klein	681	Jr	3
29. Dennis McLaughlin	660	EX	
30. Douglas Prutsman	659	Jr	7
31. Robert Parma	654	Jr	6
32. Mark Kurtz	629	Jr	5
33. Steve Graves	617	Jr	2
34. Patrick Johnson	590	Jr	6
35. Jim Honeter	580	Ex	
36. Mark Zimmerman	565	Jr	8
37. Carl Fjastad	559	Jr	3
38. Randy Devonshire	545	Jr	4
39. Rich Smith	517	Jr	6
40. David Wils	512	Jr	2
41. David Moore	508	Gr	
42. Bob Romine	500	Ex	
43. Norman Modesett	490	Ex	
44. Douglas Price	470	Jr	9
45. Robert Torgerson	464	Jr	2
46. Fred Hawkins	452	Jr	1
47. Dennis Rosenberg	445	Jr	6
48. Don Phillipson	438	Jr	5
49. Jim Neuman	419	Jr	6
50. Gale Eveans	415	Jr	
51. David Urbina	400	Jr	2
52. Louis Darling	400	Jr	3
53. Jim Harper	395	Jr	
54. Joe Miller	392	Jr	1
55. Bob Ornellas	390	Ex	
56. Gene Rich	363	Jr	8
57. Marvin LeBlanc	360	Ex	
58. Mike Merrick	355	Jr	9
59. Chuck Warren	354	Jr	
60. Ed Nauman	350	Jr	1
61. Steve Wagner	345	Ex	
62. John McCown	340	Jr	2
63. Brent Wallingsford	335	Ex	
64. James Vincent	335	Jr	
65. Steve Martin	330	Jr	4
66. Jim Gilchrist	325	Ex	
67. Dawn Grant	314	Nov	4
68. Allan Decker	310	Nov	4

Gary Mund	Yam
Gene Bennett	Yam
John DeBruyn	Yam
250 AM/EX	Yam
Jeff Miller	Yam
Eddie Beason	Yam
Dorothy Rowe	Yam
OPEN NOV	Tri
Steve Bennett	Tri
Michael Moon	Tri
Gene Bennett	Tri
OPEN NOV	Yam
Gary Smith	Yam
Larry McGarron	Yam
Brent Cox	Yam
OPEN AM/EX	Yam
Terry Grinner	Yam
Andy Skeel	Yam
Paul Lambert*	Yam
Don Boon*	Kaw
* Denotes tie	

P.A.L. MX Sunnyvale, Calif. Sept. 29, 1974

by Steve Castillo	
MINI	
Kirk Woods	Bon
Jeff Doyle	Ste
Kent Woods	Hon
OLD TIMERS	
Dick McCormick	Kaw
Fred Whittier	Pen
Richard Spencer	Hon
100 JR DIV I	
Mark Seale	Yam
Mark Olund	Yam
Stewart Glidden	Hod
100 JR DIV II	
Bob Congden	Hon
Bob Boudin	Hod
Tim Hebard	Yam
125 JR DIV I	
Chuck Cummings	Bul
Neal Snarr	Suz
Randy Okada	Hon
125 JR DIV II	
Robert Pachal	Hon
Steve Rusanovich	Hus
Mike Roy	Hod
125 JR DIV III	
Al Dreger	Hon
Rickey Sanders	Hus
Steve Dubridge	Hon

125 JR DIV IV	Hon
Kelly Hardman	Hon
Terry Franks	Hon
Troy DeHerrera	Hon
125 INT	Hon
Dan Geery	Hon
Steve Grewer	Hon
Scott McKay	Hon
125 SR	Hon
Bob Gefferet	Hon
Mike Urban	Hon
Dick Garcia	Hon
250 JR DIV I	Pen
Lee Robson	Yam
Dave Lander	Yam
250 JR DIV II	Yam
John Sullivan	Kaw
Steve Benakovich	Hon
Bill Dvorak	Hus

D-37 MX: Down-easy district motocross

By John Huetter

MOORPARK, CAL., SEPT. 22

Riding the all too infrequent AMA District 37 motocross is like visiting an old friend. There is good, low pressure feeling to the events when Southern California sportsman clubs put on what may be their only motocross during a season. They try to do it right without the brass and cash-crazy intensity now too prevalent in the local motocross scene. Sometimes, the once a year organization doesn't really come together. In the case of the Badgers M.C.-sponsored points-paying motocross at Valley Cycle Park, it did. It's even nicer to visit an old friend when there are no hassles to be dealt with.

District 37 motocrosses used to be the most intense, knock-down racing there was but, as many of the younger experts have turned to pursuing cash purses wherever they may appear, the racing and the racers (particularly in the 250 and Open classes) have taken on a more mature tone. Translated that means "Don't knock the guy down and run over him if you can avoid it because you both have to get up and go to work Monday." This has, in no way, detracted from the level of competition and the racing at Valley gained special importance as several district number one plates are hanging in the balance of close-fought battles. Each moto is important now with so few left in the season.

Silver-haired Jim Connolly, who has had more Number One plates in various aspects of sportsman racing than most people have had competition cards, is trying to hang on to that 125 class digit for a second year. On top of that, he is contending for the Number One spot in the 500 class. The slight edge in the big bore class belonged to Mike Hannon going in to today's motocross. Mike is Bultaco's Western rep and hasn't lost a D-37 motocross this year. Nate Sciaqua and Fred Griego are dueling for top position in the 250 class; Nate with the same battered bike he used to win the Greenhorn enduro.

The mind-blower is that most of these riders will never see 30 again. Younger riders are in the classes but are getting beat for the low digit number plates by skill and consistency. Take heart, so-called Old Timers. Experience pays.

Women's racing in D-37 has gotten completely out of hand. There are more of them all the time and more of them that are totally fast. The front-runners look no different than anybody else on 125cc racers which, I suppose, is as it should be. Nancy Payne and Cherry Stockton are vying for the Number One plate in this category. Only a handful of points is the margin currently, as in the other classes.

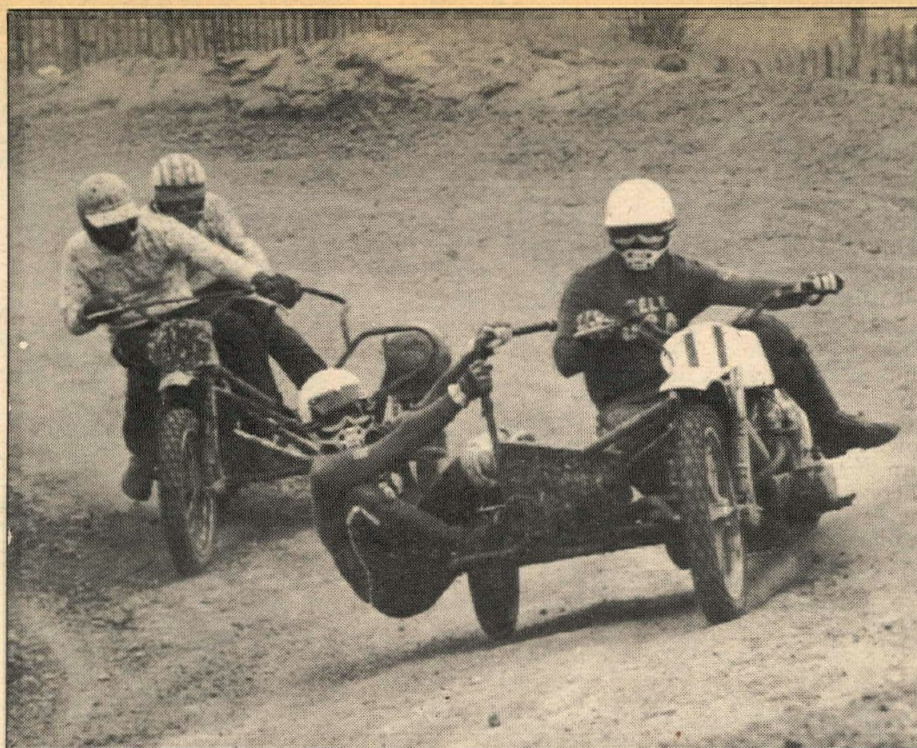
The running of the Bultacos started in the first 500 Expert moto as Mike Hannon sorted himself to the lead on the first lap and held it for 25 minutes plus one lap. Pressing at times were Ron Blanton, a CMC pro out for a sporting day, and Jim Connolly, but they never got around and that's the way they finished. All were on Cemoto, S.A. products of 352cc displacement. In the second moto, Blanton held on to a good start and got chased by Hannon and Connolly to get the first place decision based on his second moto win.

The decision for the 500cc Number One plate will now depend on the Dirt Diggers' Hopetown classic in November where both Hannon and Connolly are bound to opt for motocross points and go at it. Jim also intruded his Bul into

the Honda ranks of the 125 class for third Expert.

Sue Fish, ranked an Amateur, rushed off with the overall win in women's racing on a "Super Combat" Honda but the battle for the plate was back in second and third between Payne and Stockton. Cherry's Butch Linden-tuned Bul seemed to have the horsepower and she seemed to have the edge in position and corresponding points until her motor died a few laps from the bitter end and she coasted home third overall in the last moto. Nancy got the Expert top spot. Sue, of course, had the Amateur win and Marcia Holley was first lady Novice on a works spec 125 Husky.

Sidecar motocross is starting to take on real shape and meaning as there is actual racing happening instead of mere survival of the three-wheeled beasts. Most frames are now Wasps from Robin Rhind-Tutts' garage-factory and some of the motors are getting out the horsepower. Some teams are also learning to race sidecar motocross which is damned exciting when it is raced. John Palfreyman is still the grand old man of SoCal sidehacking on the motocross track; still wins regularly with monkey Joe Gardner doing the balancing act but Rich Bell and Tom Ridyard appear to have learned a lot from their bruising European racing this



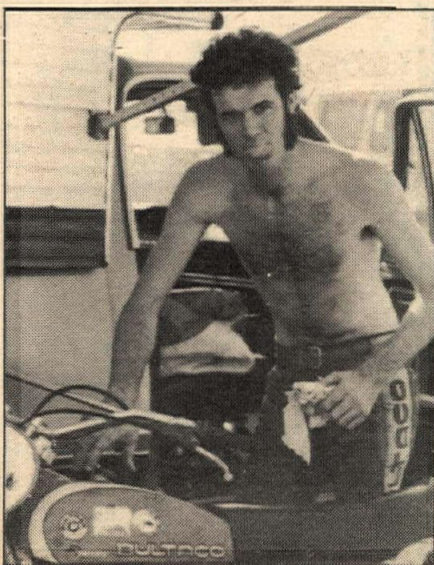
Tom Ridyard gets his weight in front of the wheel to lead the Bell/Ridyard Honda-Wasp through the turn but Palfreyman and Gardner are squaring off tight on the inside to pass for the win.

Jim Connolly gets to Valley Cycle Park's downhill ahead of "Popular Cycling's" George Elliot in his fight to retain the 125cc No. 1 plate.



last year. Their style has changed for the better. The Honda 750 and Triumph 750 Wasps look as neat as the top-running teams. There was actually wheel to wheel racing, as per the norm

Mike Hannon expresses an opinion.



PHOTOS BY THERESA MARTIN AND JOHN HUETTER

in European 750 class motocross. Looked good.

In the Novice ranks, Donn Sarin looked very smooth and very quick on a new rotary valve 125 Kawasaki on the way to winning his class. Bruce Johnson has been winning the 500 Novice class on an incredibly tricked-out Yamaha 360 for as long as anybody's been watching and he did it again Sunday with a commanding lead in the second moto.

The good part of the racing, particularly at this one motocross, happened as much off the track as on. People who knew each other, raced against each other, sharing Gatorade and tools; Mike Hannon doing an ISDT tire change between motos; half the warmshoes of half the motorcycle publications in America styling through the pits waiting for their motos and an opportunity to try styling on the track. (Yes, a lot of us do race, Virginia.) The atmosphere was right, the smiles genuine, and the racing what motocross should be: long enough and tough enough. And Dave remembered the San Miguel which tasted so good after the final flag. Team Turkey? Well, for all of you breathlessly following their exciting exploits: Everything was going great until the gate dropped . . .

DeAnza MX conquers boredom

By Tim Mickey

SUNNYMEAD, CAL., SEPT. 28

Race 15 minutes, rest 15 minutes, and then race again. That was the rapid-fire pace at DeAnza on Saturday, since the turnout was light enough to put everyone in the same race.

Starting the first moto with a muddy track found various styles being used to stay upright, and grace was a rather haphazard affair. Roy Johnson (Hon) who has been moving up through the ranks at a sobering rate, led the 125 Juniors, and even though Ron Cain (Suz) was skimming along in pursuit, Johnson easily held on for the win. In the second moto, however, a determined Cain moved out into the lead early, but laid it down in a slippery hairpin, letting Johnson past for a long lead and another win. The final moto saw Cain once again fire off the line first, but Johnson was right on his tail for several laps, riding the ragged edge by attempting passes just about every turn, until he finally slipped by coming out of a turn, going on to pick up his third win, and obviously the overall.

All this time, the 250 Beginners were having their own duels not far behind. Ian Zuniga (CZ) was leading Hugh Heney (Hon) until he slid out (there was a lot of that), letting Heney take the win despite a strong catch-up. Heney started things with a lead in the next moto, but Zuniga kept up the pressure, got past him on the downhill, and held him off for a win of his own. Now tied, they ran the final moto practically neck and neck, but Heney pulled Zuniga's CZ on the back straight, and he kept the wick open until he'd gotten the win and the overall.

Results in Results Section.

DRA Desert School

By Dick Wright

ADELANTO, CAL., SEPT. 28

The first Desert Racing School held in conjunction with DRA races had Jack Orndoff and Jeff Wright as teachers. The school stressed how to get a good start, pick a trail, and how to ride fast in

sandwash, plus many other things that a top Expert knows but a beginner must learn before he can go fast.

One of the students was Greg Rudousky who has just moved out from New York. He had ridden enduros back here, but had never ridden a Hare Scrambles, and had never seen the California Desert. He said, "I wouldn't have known what to do in the starting line, also they helped me in riding in this deep sand. I had to learn it all fast."

Also 13-year-old Jeff Newhouse was thinking of riding his first race the next day, at the end of the five hour workout, he said, "I really got my starts down good now. Also I learned how to turn in a sandwash. It was a lot of fun." There will be more Desert Schools with the next one set for the middle of October.

Dennis McEvoy takes DRA desert bash

By Dick Wright

ADELANTO, CAL., SEPT. 29

The Hi Siders put on their first DRA sanctioned Hare Scrambles, two times around a 30 mile loop; shaped like a lazy "B" so you came into the pits twice on each loop. That way you could show off in front of the gang each 15 miles. If you broke down it made it a lot easier to get into the pits.

With a good group of go fast boys including Danny LaPorte, Steve Staats, Jim Conroy, and Jeff Wright on the line, the banner dropped and the race to the smoke bomb was on. You could hear the roar from the smoke bomb. The first rider to show up through the dust was Conroy. Wright was second by 20 feet and on his rear tire was LaPorte. Two miles out Wright took the lead, and fueled with LaPorte until his suspension event, then LaPorte had a good cushion lead.

At the first check (a steep rocky up hill), after the leaders went by, the balance of the pack just bounced all over the rocky hill falling and rolling all over the rocks. It was like no one cared if they hit them or not. LaPorte brought the lead into the pit area in 25 minutes time, went right through and headed out for the second section of the loop.

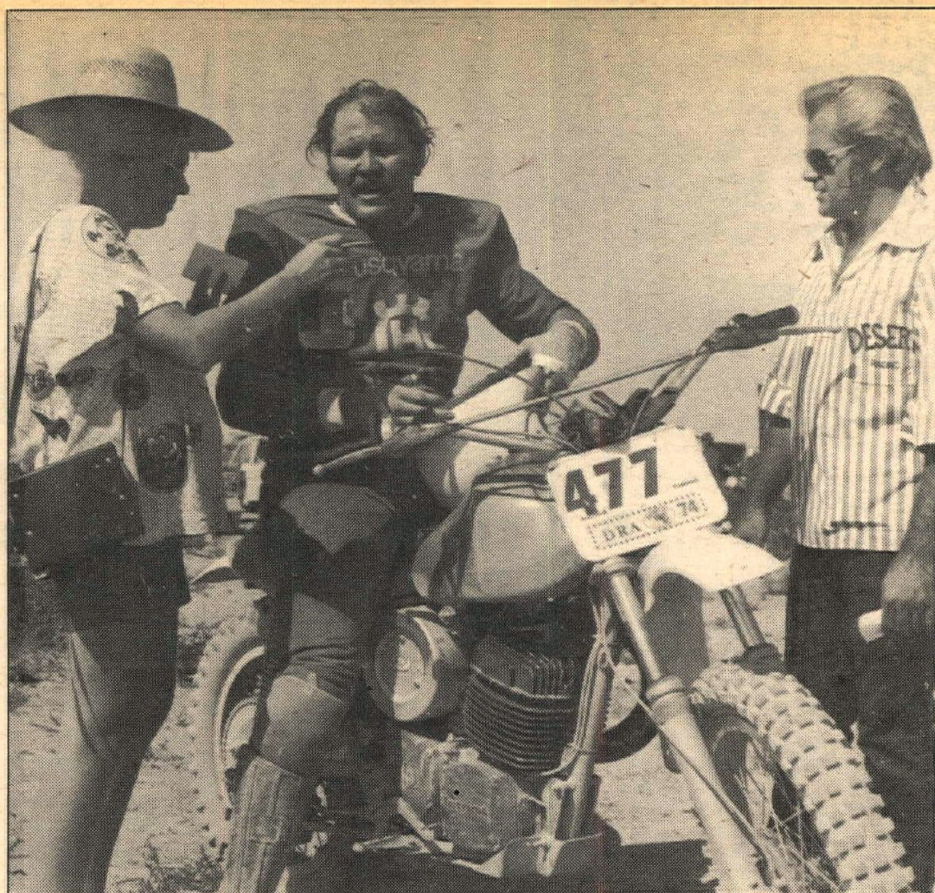
The course had all types of terrain, besides the rocky hill in the first section. There was also a fast four mile fire road, fifth gear and 80 miles an hour if you had the gearing (and the nads... Editor). There was a good sandwash and some rolling hills and some whoop-de-dos.

The second loop was just flat out open desert. LaPorte came into the start finish area 45 minutes after the start. His Dad Joe gassed him up and he went out again. Conroy had crashed, and now Amateur Dennis McEvoy (Hus) was about two minutes behind.

At the three quarter mark LaPorte came into view with a flat tire and big McEvoy of the Gobbler MC took over the lead. His pits went wild.

Twenty minutes later he pulled in to the finish line, picked up a bottle of champagne and a kiss from his wife, and said, "Man that was fun! It was the first time I haven't had any trouble. I dropped it on that second loop trying to catch LaPorte, but I got up and was able to catch up to him again." McEvoy had some bloody blisters but he said he would be ready for the Grand Prix next week.

Tracey Walters (Suz) was second and took first 250. Ed Rodine (CZ) was next in and took first Novice. Mark Zoller on a 250 Yamaha came in next and took first Amateur Lightweight. Grandpa Gus Paull pulled in on his 400 Husky, and claimed the Open Expert win. He said, "It's a new ball game out



Winner McEvoy lusters after the Gatorade while Ron Burpo greets him at the end.

here now. These guys are going real fast."

Jim Roberts was sixth on a 175cc Penton and took that class. Wes Anderson, Jr. came out to give it a go on his Dad's Hodaka and took first 100cc.

Another hero of the day and a favorite of the trophy girls was Brett Round, our first beginner, on a 125 Honda. He said, "I took the lead at the bomb but a guy on a 400 Husky was pushing me hard. I held the lead most of the way." Brett is 13 years old and he was still a little dizzy from the long hot run. He also was not ready for those kisses at the finish line.

First girl on a mini was Kim Johns, age 13, on an 80 Yamaha. Kim's not much of a talker, but she did say there are a couple of boys in her life and they don't mind her beating them on her mini.

Jeff Newhouse, age 13, and the youngest student at the Desert Racing School, went the entire route and finished his very first race on a 125 Yamaha. "I just went for the finish, and didn't get a race face on like they said. It worked."

Results in Results Section.

A typical hare scrambles start in the Adelanto desert.



Going fast and getting sprained at Corona

By Tom Blattler

CORONA, CAL., SEPT. 18

Travis Petton, riding a 350 Kawasaki, took over the Open short track lead from David Rees on the first lap here at Corona Raceway, battling with Jim Wright (750 Yam).

Wright closed the gap on Petton each lap with the power of the big 750, but just could not get past.

Gary Davis is a Hollywood stuntman and a top motorcycle jumper. Gary thought of going back into the jumping business to show how not to get hurt. But tonight while leading the Open short track heat race, he took a hard fall in the south turn, and sprained his ankle. As Gary says, "I do that about once a month."

In the 125 Novice short track main

event, Rodd Saunders (Yam) took an early lead, with a good battle for second developing between Gary Nelson, Doug Quintard, and Tom DeMarco. After the halfway mark of the six-lapper, Nelson, riding a Honda, began to move away from Quintard and DeMarco, and close the gap on the leader, Saunders. By the white flag, Nelson was hot on Saunders' heels, and the lead was up for grabs. Gary then moved up alongside of Rodd in the turns, but Saunders could take Nelson down the straightaways.

Finally, on the last lap, Nelson challenged Saunders on the outside in the fourth turn, and both riders came down the front straight side-by-side. At the start-finish line, it was Saunders by the width of a wheel with Nelson taking a hard-earned second and Quintard rounding out the top three positions.

The long & short of it

By Tom Blattler

CORONA, CAL., SEPT. 25

Over 140 motorcycles were on hand as the half-mile and short track riders made the scene on the fast Corona dirt oval in the first weekly half-mile program of the fall season.

In the Open Expert Half-mile main event, a super, three-bike battle was staged throughout, as two San Diego County riders, Jim Crowley and Travis Petton, and Riverside's Terry Griner really put on a show. Griner, who is one of the top Expert riders at Corona Raceway, had to fight his Yamaha through the pack, got by five or six riders, and then began challenging Crowley and Petton. Crowley, riding a super-quick 350 Kawasaki out of Motorcycle Specialties in Chula Vista, had the lead with Petton, also aboard a 350 Kaw, starting to close the gap. On the last lap, it was Crowley, Petton, and Griner battling wheel-to-wheel, but Petton and Griner let it all hang out through turns three and four. Coming out of the final turn, Crowley drove low and held the groove to capture the main event. Petton was able to hold off 17-year-old Griner for second place.

The half-mile and short track events had five double winners, as Doug Davenport, Mike Tidwell, Mike Ochs, and Eddie Beeson all scored two main event victories.

Davenport, riding a Shell Motors Yamaha, scored both of his wins in the 250 Novice class, as he captured both the short track and half-mile features. Tidwell, the 13-year-old from Upland, rode his Montclair Yamahas to victory in the 125 Expert half-mile and the 250 Expert short track, and also took a second in the 250 Expert half-mile aboard Jim Wright's water-cooled 250 Yamaha twin.

Ochs, another San Diego County rider, Yamahad to the wins in the 125 Novice short track and half-mile and defeated Honda-mounted Gary Nelson in both events. Beeson (Yam) captured the features in the 250 Amateur and Open Novice half-mile.

Results in the Results Section.

"No competition at Corona"

By Terri Buchanan

CORONA, CAL., SEPT. 26

In the 125 Senior class of the R.A.C.E. MX, David Williams (Hon) claimed first in all three motos. Williams, who claims there is "no competition at Corona," went on to explain, "right now, I'm not riding as fast as I can, but if there's someone out there who is going as fast or faster than I am, then I have to work harder at winning." He added, "it's good to win, but it's good to be beaten, too."

Results in the Results Section.



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30% Trophies
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\$5 all entries/\$2 extra non-members



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CRC Family Fun

2nd Annual



Pucker Bunny Family Enduro
Red Mountain Sunday, Oct. 13

2 loops — approx. 70 miles. First loop easy — second loop challenging. A, B, & C riders welcome. 20% Trophies & Pins. Minis, Powder Puff & C riders under 16 ride 1 loop for 40% Trophies. Mail \$8.50 & 2 self addressed stamped envelopes to: CRC, 6625 Dorinda, Riverside, CA 92503. Two & three man teams add \$1.00 per rider. No charge for Parent/Child & Husband/Wife team. 1 per family.

info: 714-688-1291



Race Schedule

Oct. 13 — Saddleback
 Oct. 20 — Rawhide
 Oct. 27 — Saddleback
 Nov. 3 — Carlsbad

Info: 714-532-3923

Carlsbad Team Motocross October 20

Two riders ride one or two bikes.
 Each class rides two hours.
 No membership required.
 \$5 Sportsman, \$10 Experts, \$3 Gate
 Cash to pros — 30% trophies.

9:30 AM 0 — 200cc
 1:00 PM 250cc — Open

714-689-6114

CRC Family Fun

714-689-6114

Desert races especially for beginners and novices
30% Trophies & Finisher Pins No membership required \$8 entry

Oct. 27 — Hare Scrambles — Lucerne
 Nov. 3 — Desert Team Race — Red Mountain
 Nov. 10 — Hare Scrambles — 17 miles north of Adelanto
 Nov. 24 — European Scrambles — 7 miles north of Adelanto

NRA Motocross

Oct. 20 — Indian Dunes (Shadow Glen Course)
 Oct. 27 — Valley Cycle Park

Two 20-minute motos
 30% trophies to Sportsman
 Cash to Pros
 Practice 8 AM First Race 9:30 AM

714-689-6114

CRC Family Fun

MOTOCROSS

Cash payback to pros.
 30% trophies to sportsman classes (same day). Points towards earned numbers & championship trophies.

Oct. 13 — Valley Park
 Oct. 20 — De Anza Park
 Oct. 27 — Indian Dunes
 Nov. 3 — Rawhide Park

info: 213-830-7519

Friday Night Motocross at Indian Dunes

Trophies to Sportsman. Cash to Pros.

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 2 miles west of Interstate 5
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REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
 Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

TT SCRAMBLES
 Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number pils. Ex. p.b. Race 9 a.m., race 10. 805/529-9546.

MOTOCROSS
 Rawhide Park, Elsinore, CA. All classes. 714/689-0871. See also indiv. date listing.

MOTOCROSS
 Escape Country, Trabuco Cyn., CA. San Diego Fwy El Toro exit, E. 13 mi. First day thru Open classes, memb. rqd. Open 9 a.m. race 9. 714/586-7964.

MOTOCROSS
 De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

1st & 3rd Sunday

STREET RIDE
 From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Third Sunday

HRA TT & HALF-MILE
 395 Cycle Park, Adelanto, CA. 25% same day brass. Free camping. Under 12 free gate. Sil. rqd. for 2 strokes. 714/246-6109.

Fourth Sunday

BENEFIT MX
 395 Cycle Park, Adelanto, CA. Proceeds to Adelanto Fire Dept. 100% finisher brass. Sil. rqd. Sign 7 a.m. race 9. 714/244-4116 or 246-6109.

Every Tuesday

OPEN MX PRACTICE
 Saddleback's Rcw., at OCIR, Irvine, CA. \$2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

Every Wednesday

R.A.C.E. SHORT TRACK & TT
 Corona Rcw., Corona, CA off Hwy 91. Entry \$5 one event, \$7 two. 7:30 p.m. start. 714/735-1705.

Every Thursday

CLASS A SPEEDWAY
 Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

HS MX
 OCIR MX circuit, Irvine, CA off I-5. Open to any HS student with Stud. Body card. Qualifiers for Trans-AMA final. Open 5 p.m. race 7. 714/559-0580.

R.A.C.E. MX
 Corona Rcw., Corona, CA off Hwy. 91. 30% brass, 100% Ex. p.b. 1.7 mi. course. 7:30 p.m. start. 714/735-1705.

1974 Trans-AMA Motocross Schedule

Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcw., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
 AMA/FIM Sanction
 Entry \$12 Pre/\$25 Post

Every Friday

CLASS A SPEEDWAY
 Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

R.A.C.E. NIGHT MX
 Corona Rcw., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., Minis & Very Virile Vets. 30% brass, 100% Ex. p.b. Open 6 p.m. race 7. 714/689-1913.

AMC NIGHT MX
 Orange Cnty. Int'l. Rcw., Irvine, CA. 200% Pro p.b., 30% brass. Entry \$5, all cl., non-memb. \$2 extra. \$3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

NMA NIGHT MINI MX
 Indian Dunes, Valencia, CA. Sign 6:30 p.m.

CRC NITE MX
 Indian Dunes, Valencia, CA. Int'l. Course, 8 p.m. start. 805/259-8000.

CMC NIGHT MX
 Irwindale Rcw., Irwindale, CA. Entry \$5, 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

Every Saturday

MOTOCROSS
 Escape Country, 714/586-7964.

MOTOCROSS
 Carlsbad Rcw., Carlsbad, CA. 20 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

MOTOCROSS
 De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

S.A.M. MX
 Saddleback Pk., Orange, CA. No memb., no mil entry. \$6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
 Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
 MX & Spdwy., Saddleback's Rcw., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

CMC NIGHT MX
 Woodburn Dragstrip, 1 1/2 mi. W. of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

TT SCRAMBLES
 Perris Rcw., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

D-31 NIGHT MX
 Arizona Desert Rcw., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. \$500 Ex. purse, 1 1/2 mi. lap. Prac. 5:30 p.m., race 7. 602/252-1900.

MOTOCROSS
 Rawhide Pk., E. of Elsinore, CA. Hwy 74. No memb. rqd., all classes, 30% Brass. Race \$5, watch \$2. Sign 11 a.m., race 1 p.m. 714/689-0871.

D-36 INDOOR SHORT TRACK
 San Jose Fgds., San Jose, CA. All Spts. classes & minis. \$3 ride or watch, kids 6-12 \$1. Sil. & kill butt. rqd. Rider ins. 50 cents ex. Open 4 p.m., prac. 5, race 6:30. Hi point series. 415/327-4461.

1974 Trans-AMA Motocross Schedule

Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcw., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
 AMA/FIM Sanction
 Entry \$12 Pre/\$25 Post

D-36 SEMI PRO NIGHT MX
 Live Oak Rcw., Live Oak, CA. 9 mi. No. of Yuba City on Hwy 99, W. on Pennington Rd., 2 blks. & No. of track. Lim. entry, Sil. & spark arr. rqd. Entries to 541 Main St., Yuba City, CA 95991. Sign 4 p.m., race 6:30. 916/673-1090 or 673-7767. Runs Sat. nights thru Oct. 26.

TT SCRAMBLES
 Elsinore Rcw., Elsinore, CA. Hwy 71 & Lugona Av. Ride/Watch \$3/\$1.50. Sil. Rqd. Camp free & prac. Sunday \$1.50, sign 6 p.m., race 8. 714/826-2386 or 674-3658.

SRA DIV. 2/3 SPEEDWAY
 Indian Dunes, Hwy. 126, Valencia, CA. 8 p.m. start, full D2/3 program. 805/259-8000.

1st & 3rds Sats.

B.U.M.S. BX
 Saddleback Park, Orange, CA. All classes, no hacks. 30% brass. Prac. 9 a.m., race 10. 213/597-0478.

2nd & 4th Sats.

B.U.M.S. BX
 Long Beach, CA. 7th & Studebaker. 30% brass. Also bicycle road racing at 3 p.m. Prac. 11 a.m., race Noon. 213/597-0478.

Biggies & Schedules

1974 AMA National Championships
10/12 HM Gardena, CA

1974 AMA National Enduros

10/13 100 Mi. Central Village, CT
10/27 Cotton Boll Amarillo, TX
11/3 125 Mi. Chckpt. MC Whittier, CA
11/10 125 Mi. Cadiz, KY
11/17 125 Mi. Tulsa, OK
11/24 125 Mi. Perry Mtn. Maplesville, AL
12/1 Steel Helmet Potosi, MO

AMA National Trials Championship

10/20 Colo., R.M.T.A.
10/26 Kansas, A.V.T.A.
10/27 Okla., N.O.T.A.

1974 Y-AMA Mini National Championship

11/28-29 MX Phoenix, AZ

1974 Moto-AMA Sidecar MX Series

10/13 Whitney, TX
10/20 Moorpark, CA
10/27 McCleary, WA
11/3 Livermore, CA
11/10 Phoenix, AZ

AFM Road Race Provision Schedule

10/13 Sears Point
10/20 Riverside
11/9-10 Ontario
or 11/16-17 (2 day mtg.)
12/8 Riverside

PNTA Trials Schedule

10/13 Reg. 3 Open
10/20 Reg. 1 Henry Koepke Memorial Trial
10/27 Reg. 2 Local
11/10 Reg. 3 Open
11/17 SWAT Larch Mt., WA
12/8 Reg. 3 Open
Info: 503/656-4707,
636-6759, 649-4034

1974/75 Arizona Trials Schedule

10/27 SATA, Tucson
11/3 CAT, Phoenix
11/17 CAT, Phoenix
11/24 SATA, Tucson
12/8 CAT, Phoenix
1/5 CAT, Phoenix
1/19 CAT, Phoenix
1/26 SATA, Tucson
2/2 CAT, Phoenix
2/16 CAT, Phoenix
2/23 SATA, Tucson
3/2 CAT, Phoenix
3/16 CAT, Phoenix
4/6 CAT, Phoenix
4/27 SATA, Tucson
5/4 CAT, Phoenix
5/25-26 SATA, Tucson
CAT = Central Arizona Trials.
SATA = Southern Arizona Trials, Assn.
Info: 602/988-1489.

SoCal Custom Motorcycle & Car Shows, 1974-75 Season

11/22-24 Long Bch. Arena
1974 Long Beach, CA
1/17-19 Kern Cnty Fgds.
1975 Bakersfield, CA
1/21-2/2 Orange Show
1975 S. Bernardino, CA
2/21-23 Warren Shwgrds.
1975 S. Barbara, CA
3/14-16 Comm'ty Conc'se.
1975 San Diego, CA
4/18-20 Sports Arena
1975 Los Angeles, CA

1975 URA Enduro Schedule

1/12 Frosty Cactus
3/16 Lame Puppy
5/11 Funduro
9/28 Little Tuffy
10/26 Good Time
URA Info: 213/787-5208

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person

sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Friday, Oct. 11

GOLDEN WEST INVITATIONAL AMA NOV/JR HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Top AMA Novices & Jrs. nationwide, by invitation. Plus Ex. TT. 8 p.m. start. 213/321-1610 or 323-9710.

October 12-13

CMC ROAD RACE SILVER NUGGET GP
Las Vegas Speedrome, No. Las Vegas, Nv. 2 mi. No. of Nellis AFB, Las Vegas Blvd. All classes, GP, Prod., Cafe. \$10 Pre-entry, CMC 3407 W. Olive, Burbank, CA. 91505. Prac. Sat. Noon - 5 p.m., race Sunday Noon. 213/842-7433.

Saturday, Oct. 12

AMA NAT'L. HALF-MILE NIGHT
Ascot, 18300 Vermont, Gardena, CA. \$14,000 purse plus lap money. 8 p.m. start. 213/321-1610 or 323-9710.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rtd., 3 pths., covered pgs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-37 HARE & HOUND
Check Chase - River Run, 150 mi. limed from 29 Palms, finish Parker, AZ. Lim. entry. \$10 & 2 SASE to Checker MC, c/o Terryable, P.O. Box 1321, Hesperia, CA 92345. 714/244-3139.

D-36 SEMI PRO SHORT TRACK (NIGHT)
Auburn Fgds., Auburn, CA. Class C tract., sil. rtd. 100% p.b. to Ex. Open 4 p.m., prac. 6:15, race 7:30. 916/885-4170.

HSMX
OCIR, Irvine, CA., Estancia vs. Walnut vs. Magnolia. 714/559-0580.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rtd. All classes & minis. Hi-point series. Entry \$3. Sign 5 p.m., race 8. 408/899-2401 or 394-6276.

Sunday, Oct. 13

TRANS-AMA MX
Honda Hills, Linnville, OH. 500cc Int'l., 250cc Support class. \$19,300 posted.

MOTO-AMA SIDECAR MX
Lake Whitney Cycle Ranch, Whitney, TX. P.O. Box 786, Whitney, TX 76692. 817/694-2901.

MDRA SILVER DOLLAR TEAM SCRAMBLES
Ponderosa, Ave. J to 143rd E., Lancaster, CA. 2 bikes, 2 riders, 30% brass, 80 mi. fin. pins. Free camping. \$15 per team. Minis solo 40 mi. \$7. start 8:30 a.m. 805/944-3344.

MARATHON
2 man, 2 hour, Fremont Rcw., Fremont, CA. Ride \$6/team, watch \$1.50. Nov. scored sep. from Ex. 25% brass. Open 8:30 a.m., first race 9:30. 415/327-4461.

AFM ROAD RACE
Sears Point Rcw., Hwys. 37 & 121, Sonoma Cnty., CA. All classes, Prod., GP, sidecar, cafe. Entry pre \$12/post \$18. Ex. bike \$4. Name, addr., ph., AFM & AMA No's., bike(s), class(es), fee to AFM, P.O. Box 705, Brisbane, CA 94005. Open 7:30 a.m., sign 8, prac. 9, race Noon. 415/547-2947.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, \$4 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4025.

D-36 SEMI PRO MOTOCROSS
Live Oak Rcw., Hwy 99E, 9 mi. No. of Yuba City, CA. W. on Pennington Rd., 3 blocks & No. to track. Sil. & D-36 plates rtd. Entry: Ex. \$10/\$15 pre/post, 100% p.b., others \$5/\$7. 54 Main St., Yuba City, CA 95991. Open 7 a.m., race 9:30. Yuba Sutter MC, 916/673-1090 or 673-9681.

VAMPIRE RUN
You won't believe it. Special blood donation benefit run, complete with belly-dancers, acrobats, bag-pipers, Chinese dragon. L.A. Chapter Count Dracula Society, Maniacs MC & SRRR Outriders. No put-on, it's real! Maniacs MC, P.O. Box 543, Daly City, CA 94017. 415/755-8697.

D-37 TT
Elsinore Rcw., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rtd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

AMC MX
Saddleback Park, Orange, CA. No mail entry, \$5/\$10 post, non-memb. \$2 extra. \$3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rtd. 714/532-3923.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride \$5, watch \$2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

POKER RUN Lodi, CA. CANCELLED

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. \$5 trials, \$2 school, Box 2313, Orange, CA 92669.

D-36 SHORT TRACK
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. Sil. rtd., no motors to start before 8 a.m. All classes. Open 7:30 a.m., sign 8. 415/689-6722 or 634-3328.

DRAG HILLCLIMB
DeAnza Cycle Pk., E. of Riverside, CA. Hwy 60, Theodore exit. Stock & Modified classes, sil. & kill sw. rtd. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-7979.

D-36 WINTER ENDURO
Deer Crk. Campground, 5 mi. No. of Twain Harte, CA. Family area, cap. 1,000, no charge. Apr. 100 mi., U-check scoring. Green stickie, or lic. pit. rtd., spark arr. rtd. No gas, food or beer avail. at start. Lim. 500 riders, \$7, teams \$3 ex. Entry with 3 SASE to Sonora Pass MC, P.O. Box 259, Sonora, CA. 95370. Mail entries close & Dwg. Sept. 30. First rider out 8:01 a.m., 5 riders/min. 209/532-7722.

CRC PUCKER BUNNY FAMILY ENDURO
Red Mtn., CA. 2 loops, appr. 70 mi. first loop easy, 2nd loop challenging. 20% brass & pins, minis, puff & C riders under 16 ride 1 loop for 40% brass. Entry \$8.50 & 2 SASE to CRC, 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, incl. puff, O.T. 100% Ex. p.b. Sign 6:30 a.m., race 9:30. Ridgerunners MC, 408/475-3619.

CMC MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

Friday, Oct. 18

POLITICAL RALLY
For H.L. Richardson, endorsed by CORL. Castaway Restaurant, 1250 Harvard Rd., Burbank, CA. Bring your bike or ORV. 11:45 a.m. - 12:45 p.m. 213/773-6260 or 585-0581.

Saturday, Oct. 19

CERA FOOLS GOLD V ENDURO
Black Oak Camp, 22 mi. E. of Georgetown, CA. Camping avail., moderate difficulty. Lic. pit. or green stickie rtd. Gas check halfway, appr. 50 mi. Lim. 500 riders, dwg. Oct. 4. Entries close Sept. 24. \$6 memb./\$8 non-memb., teams add \$3. 3 legal size (9 x 4) SASE to CERA, P.O. Box 22, Alamo, CA 94507. 415/937-9971.

D-36 COWBELL ENDURO
Lake Pillsbury, CA.

Spark arr. rtd., no puff no hacks. Lim. 750 riders, entry \$8, teams \$3 ex., with 3 SASE to Hayward MC, 16636 Kent Ave., San Lorenzo, CA 94580. Entries close Oct. 4. Bring own gas, 4-H Club food avail. at start, noon check, finish. First rider out 8:01 a.m. 415/278-5352 or 483-6567.

D-36 INDOOR SHORT TRACK
San Jose Fgds., San Jose, CA. All Sptsm. classes & minis. \$3 ride or watch, kids 6-12 \$1. Sil. & kill butt. rtd. Rider ins. 50 cents ex. Open 4 p.m., prac. 5, race 6:30. Hi point series. 415/327-4461.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rtd. All classes & minis. Hi-point series. Entry \$3. Sign 5 p.m., race 8. 408/899-2401 or 394-6276.

AMA PRO HALF-MILE
Tulare Fgds., Tulare, CA. \$2000 purse. Open 3 p.m., prac. 4, race 8. Tulare Trackmasters, 209/732-9119.

HSMX
OCIR, Irvine, CA. Buco night, donations from Buco helmets. Huntington Bch. vs. Fountain Valley vs. Rancho Alamitos. 714/559-0580.

D-36 ROUGH SCRAMBLES
Petaluma Fgds., Washington & Payran Sts., Petaluma, CA. Sil. rtd., open tract. All classes & minis. Ride \$5, watch \$2. 707/823-0543.

Sunday, Oct. 20

TRANS-AMA MX
Road Atlanta, Gainesville, GA. 500cc Int'l., 250cc Support class. \$20,000 posted. Pre-entry deadline Sept. 17.

MOTO-AMA SIDECAR MX
Valley Cycle Park, Moorpark, CA. 1801 Century Pk. West, Los Angeles, CA 90067. 805/529-9540.

NRA MX
Indian Dunes, Hwy 126, Valencia, CA. 45 min. races, 30% brass, Ex. \$\$\$.

CMC/BOSS MX
Plymouth Int'l. Rcw., Plymouth, CA. 100% pro p.b., 30% Nov/Int brass. Open 7 a.m., race 9. 916/362-2796.

MOTOCROSS
Fly-N-Rcw., Thermal, CA. Hwy. 86 from Coachella to Airport Blvd., left & watch for sign. Free camping. 100% Ex. p.b. Sign 7:30 a.m., race 9. 714/347-3185.

D-36 SCRAMBLES
Auburn Fgds., Auburn, CA. Open tract., all classes & minis. Entry \$3 w/ins. Sign 9 a.m., prac. 11:15, race 1 p.m. 916/885-4170.

V.O.T.E./ATA TRIALS
Filmore, CA. limed from Hwy. 126 & 23. \$1.50 gate, \$3 camp, ride \$4. Easy loop, good beginner's trials. Sign 9 a.m., riders mtg. 10 a.m. 213/765-8186 or 714/495-2703.

STARTERS TT & SHORT TRACK

Track at W. end of airport, off Hwy. 101 No. of Santa Barbara, CA. Los Carneros exit. Dbl. header TT & Sh. Tr., all classes & minis. Entry \$5 one event, \$8 both. Watch 2. Sign 7:30 a.m., race 9. 805/967-5313.

CMC MX
Sunnyvale PAL track, Sunnyvale, CA. Entry post only, Ex. \$13, others \$7. Expert cash. Open 7 a.m., race 9. 408/732-1197, 739-1807, or 245-4127 after 5.

D-36 SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave. btw. Oakdale, CA. & Escalon. All classes & minis. Open tract. Sil. rtd. Entry \$2.50 incl. ins. Sign 7:30 a.m., prac. 9, race Noon. Runs rain or shine. 209/869-1457.

URA GOOD TIME FAMILY ENDURO
Charlie's Place, limed from Red Mtn., CA. To encourage family riding, no late arr. penalty for any A,B,C rider any check on 1st loop. 2 loops, 25/35 mi. Entry \$8.50 2 loops, \$6.50 1 loop & 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. Teams \$1 ex./rider. 1st rider out 8:01 a.m. 213/988-2967 or 421-9179.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. memb. entry \$5/\$10 Jr./Sr. non-memb. \$2 ex. Open 7 a.m. 714/532-3923.

CARLSBAD TEAM MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Int'l. course. 2 riders, 1 or 2 bikes. 2 hr. ea. class. 30% brass (2/team) Ex. \$\$\$.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 pths. rtd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

TONTO 100 ENDURO

Tonto Nat'l. Forest, No. of Phoenix, AZ. Hwy. 87, limed from McDowell Rd. A & B riders, not recom. for Beg. Entry \$12 (3-man team \$3 ex.) & 2 SASE to Road & Trail Assoc., 2526 E. Sahuaro, Phoenix, AZ 85028. Lim. 300 riders, entry closes Oct. 13. Must be Hwy legal. Key time 8 a.m. 602/258-8175.

HIGH DESERT 100
20 mi. E. of Bend, OR on Hwy 20. Seven classes. 30% brass. \$100 to Overall winner. Pre-entry \$15 till Oct. 1, name, addr, size & make bike, permission if under 21. Cascade MC, P.O. Box 11, Bend, OR 97701. Riders mtg. 9:30 a.m., race 10. Post entry \$25. 503/389-3795.

D-37 HARE & HOUND
Camprock Rd., Lucerne Valley, CA. 2 x 40 mi. loops. Rescue 3. 9 a.m. start. Cactus Cats MC, 714/982-0806 eves, 983-1649 days.

TAX DEDUCTIBLE • CHARITY
All proceeds go to the
L.A. County U.S.C. Burn Ward



HOOK & LADDER ENDURO

OCT. 27

PASADENA FIRE DEPT. W. A.

Two fun family loops at California City — one loop minis, 100% trophies for all under 16 minis (0-80cc), 20% trophies for all others — Super Finisher Pins.
FREE DRAWING — Riding no. is your drawing no. \$4500 worth of motorcycle gear — Motorcycles, Helmets, Leathers, etc.
PLUS — 16 man Calif. Aerial Circus Parachute Team to jump into pits Oct. 27. FREE Trick or Treat Goodies. Mail entries close Oct. 20. Ambulance service, rescue teams. Maps and full instructions will be mailed one week prior to race date. No route sheet. First rider out 8:01. ENTRY FEE \$8.50 POST ENTRY \$10.00

Mail to: **WOMEN'S AUXILIARY PASADENA FIRE DEPT.**
5226 No. Golden West Avenue
Temple City, CA 91780

Pit area limed from California City Golf Course. California City is 10 minutes north of Mojave, off Freeway 14.
PLEASE, entries must include a signed entry blank, two stamped self addressed No. 10 envelopes for results and instructions, plus fee.

HOOK & LADDER ENDURO

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____ AGE _____

SEX M F (CIRCLE ONE)

RIDING CLASS—CHECK ONE

☐ A ADVANCED RIDER—5 OR MORE TROPHIES

☐ B NOVICE—2 TO 4 ENDURO TROPHIES

☐ C BEGINNER—LESS THAN 2 TROPHIES

☐ 5 RIDERS MAKE A CLASS

SPECIAL TEAMS

☐ FATHER / SON ☐ 0-80 CC'S ☐ 126-200

☐ HUSBAND / WIFE ☐ 81-100 ☐ 201-250

☐ FATHER / DAUGHTER ☐ 101-125 ☐ 251-OPEN

PARTNERS NAME _____

THE UNDERSIGNED ENTRANT, ACKNOWLEDGES THAT HE ASSUMES THE RISK FROM ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR OTHERS, AND SPECIFICALLY HOLDS HARMLESS THE PFD.W.A. & S.R.A. IF ENTRANT IS UNDER 18, PARENT OR GUARDIAN MUST SIGN THIS FORM. THE ENTRANT AGREES TO PAY FOR AMBULANCE SERV & FIRST AID SIGNATURE _____ PARENT'S APPROVAL _____

**Good Time
Enduro
Oct. 20**

**Charley's
Place**

off Trona Road



Easy family run

To encourage family riding there will be no penalty for A, B, and C riders for late arrival at any checkpoint on the first loop. Plus — there will be a long break between the first and second loops. FREE Popcorn and treats at a giant community campfire SATURDAY NIGHT. C'mon out early and join the FUN! Mail Entry — include 2 self addressed envelopes. TWO LOOPERS \$8.50. ONE LOOPERS \$6.50 (women and kids under 16). POST ENTRY \$10. Parent-child, husband-wife teams no extra. 2 & 3 man teams add \$1 per rider.

**INFO call (213)787-5208,
421-9179, 988-2967**

**Pomona Valley
Desert Riders**

Turkey Shoot Enduro

Nov. 24, 1974 8:00 AM

First Rider out at 8:01 AM

70 easy miles

A Time Keepers Enduro
C Powderpuffs — Minis (0-80cc)
First Loop Only (due to distances).
All other riders both loops.
\$5.00 One Loopers — \$7.00 Two Loopers
Post — \$6.00 and \$8.00
Family Type Teams — pay Entry Fee only
Two & Three Man Teams — \$1.00
extra per rider

**Super large
Finisher Pins**

20% Trophies

Drawing at Finish

Starting Minutes by Post Mark
Follow lime east of Lucerne
(not at Soggy Dry Lake)

Mail entry and two legal size SASE to:
PVDR
P.O. Box 282, Montclair, CA 91763
For more info call
"Dave" 714-626-7696

When in doubt, gassit!

DRA Desert Racing Assoc.
Presents

2x28 HARE SCRAMBLES 2x28
Beg-Nov-Am-Ex

October 20

Start 10 AM
Complete four wheel rider and
bike recovery. No Charge.
Limed 10 miles from Four Corners
on Hwy 395 right side
S.C.A.T. Radio — 4-wheel
Ambulance, Catering, Photos

NOW!! A Desert Racing School
Saturday, October 19
12:00 p.m.
Desert Racing School \$7

New to racing desert — Short cuts to
proficiency in riding, maintenance, &
mental attitude. All under the
guidance & instruction of Silver Cup
winner Jack Orndoff and Desert
Moto-X Ace Jeff Wright.

714/373-4647

Valley Cycle Park

**Motocross
&
TT Scrambles**

Every Sunday

Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

**less sound
more ground**

CALENDAR

**HRA TT &
HALF-MILE**
395 Cycle Park,
Adelanto, CA. 25% same
day brass. Free camping.
Under 12 free gate. Sil.
rqd. for 2 strokes.
714/246-6109.

**C.T.A. TRIALS
& SCHOOL**
Saddleback Park,
Orange, CA. Beginner/
Novice classes. Trailbikes
OK. Competition after
school, 20% brass. Trial \$5,
School \$1.50. Sign 8:30
a.m., school 9:30, trial
after. 714/832-2770 after
5.

**MINIS TT &
FT TROPHY DASH**
Atlantic Pk., Garden
Grove, CA. Fwy 22
Magnolia exit, So. to
Westminster. Sign 9:30
a.m., race 10:30.
714/842-9778.

CRC MX
De Anza Cycle Park, E.
of Riverside, CA. 30%
trophies, same day. Cash to
Pros. No membership
required. All classes. Info:
714/688-1291.

**SRAC/MRA
ROAD RACE**
Adams Cnty. Fgds.,
Colo. Hwy. 85 to Brighton
15 mi. NE from Denver,
Colo. Follow Fgds. signs.
Entries pre \$10/post \$15.
\$5 ea. addl. class. Sign 8
a.m., race 1 p.m. MRA,
4286 Hooker, Denver, CO
80211. 303/458-1302 or
232-3600.

SWAP MEET
Rose Bowl, Pasadena,
CA. Selling spaces \$5/\$10.
Reserv. CSH, P.O. Box
400, Dept. 23, Maywood,
CA. 90270. Open 9 a.m. —
2 p.m. 213/588-7310.

D-35 MOTOCROSS
Spillway Pk., Santa
Maria, CA. Mini to
500/Open. \$5 entry incl.
ins. Sign 7:30 a.m., race 9.
8 0 5 / 9 3 7 - 4 0 4 3 or
925-0940.

AFM ROAD RACE
Riverside Rcw., E. of
Riverside, CA. Hwy 60.
AMA sanc. AMA classes,
Cafe, Prod., GP, sidecar.
Plan to run long course.
Spectators welcome.
Entries \$15 solo, \$20
sidecar, \$5 ex. class. Open
7:30 a.m., new riders sign
by 8:30, race Noon.
714/675-2153.

**DRA HARE
SCRAMBLES**
Limed 10 mi. from 4
Corners, CA. Hwy 395 Rt.
side. 20% brass, fin. pins,
SCAT Comm. 4-wh.
rescue. Desert Racing
School Sat., Oct. 19 at
Noon (\$7). 2 x 28 mi.
loops. 10 a.m. start
Sunday. 714/373-4647.

Friday, Oct. 25

AMA HALF-MILE
Ascot, Gardena, CA.
18300 Vermont. Golden
State Championship for
Nov/Jr/Ex. 8 p.m. start.

Saturday, Oct. 26

**BRA LAGUNA
SALADA 200**
Kilometer post 37, 22
mi. W of Mexicali, BC,
Mexico. Five laps of two
20 mi. loops. Entry \$200
plus insurance (\$30 for
bikes). BRA memb. rqd.,
BSC cards honored. Dwg. 8
p.m., Oct. 4, American
Legion Hall in La Mesa,
CA. Tech insp. Friday.
Oct. 25, 8 a.m. — 4 p.m. at
Hotel Lucerna, then til 8
p.m. at K37. No impound.
Riders mtg. 7:30 a.m. race
day (mandatory). Start
8:01 a.m. Awards 10 a.m.
Sunday, Oct. 27 at Hotel
Lucerna. BRA, P.O. Box
1803, Calexico, CA 92231.
714/352-3767.

**INDOOR
SHORT TRACK**
Benton Cnty. Fgds.,
Corvallis, OR. Classes to
360cc & minis. Sil. rqd., 3
plts., covered pegs. No
knobbies. Sign 6:30 p.m.,
race 8. 503/753-0923 or
926-1126.

**FIRST CALIF.
GUZZI GET-TOGETHER**
Santa Maria Fgds., CA.
BBQ, prizes. Contact H.W.

Barnes, 24389 Hartland
St., Canoga Pk., CA 91307.
213/340-4626.

**NIGHT
SHORT TRACK**
Indio Fgds., Indio, CA.
Hwy 111. Open tract.,
sptsmn brass, 1st 3 pl.,
200% Ex. p.b. rider med.
cov. Sign 6 p.m., race 8:30.
714/398-0845.

**D-36 EIGHTH MILE
SHORT TRACK**
Monterey Cnty. Fgds.,
Monterey, CA. Class C
tract., Sil., full leathers
rqd. All classes & minis.
Hi-point series. Entry \$3.
Sign 5 p.m., race 8.
4 0 8 / 8 9 9 - 2 4 0 1 or
394-6276.

VAN GO 1 MX
OCIR, Irvine, CA off I-5
at Laguna Cyn. 200% Ex.
p.b., 30% brass, \$250
Mfr's. grudge race, top 250
Ex. on each brand, winner
take all. \$3000 rider med
cov. Open 5 p.m., prac.
5:30, race 7.
714/559-0580.

Sunday, Oct. 27

TRANS-AMA MX
Orlando Sports
Stadium, Orlando, Fla.
\$19,600 posted. 500cc
International class, 250cc
Support class. Pre-entries
close Sept. 24.

**MOTO-AMA
SIDEAR MX**
Straddle Line Cycle Pk.,
McCleary, WA. Prom.
Doug Richards, P.O. Box
287, McCleary, WA 98557.
206/495-3856.

**SRA HOOK &
LADDER FAMILY
ENDURO**
Limed from California
City golf course, benefit
L.A. Cnty. Burn Ward. 60
mi., 100% brass all minis,
20% others. Fin. pins.
new motorcycle & many
other prizes awarded same
day. \$8.50 & 2 SASE to
Pasadena Fire Dept., 5226
No. Golden West, Temple
City, CA 91780. First rider
8:01 a.m. 213/287-4471 or
320-1015.

**IMA HARE
SCRAMBLES
BUZZARD RUN**
Exit. US 80, 1/2 mi. No.
of Hammett, Idaho. Closed
course, 60 mi. 4 laps. Sil.
rqd., also parents release
for riders under 18. No big
rocks, some water. 33%
brass, fin. pins. \$8 entry.
Sign 8 a.m., race 11.
208/587-4795, 587-3319,
587-7555, or 587-3680.

**MASQUERADE
MARATHON**
Sand Hill Ranch,
Camino Diablo, nr.
Livermore, CA. No cards
rqd. Prize for best
costume, ea. class. Father
& son team trophy. Opens
7:30 a.m., no motors to
start before 8. Sil. rqd. first
race 8:30 a.m.
415/689-6722 or
634-3328.

**D-36 SEMI PRO
MOTOCROSS**
Live Oak Rcw., Hwy
99E, 9 mi. No. of Yuba
City, CA. W. on
Pennington Rd., 3 blocks
& No. to track. Sil. & D-36
plates rqd. Entry: Ex.
\$10/\$15 pre/post, 100%
p.b., others \$5/\$7.54 Main
St., Yuba City, CA 95991.
Open 7 a.m., race 9:30.
Yuba Sutter MC,
916/673-1090 or
673-9681.

EDWARDS MX
Cor. Forbes Ave. &
Lancaster Blvd., Edwards
AFB, Calif. Same day
brass, spectators free, \$4
entry. Sign 8 a.m., race 10.
Desert Wheels MC.
805/258-4025.

CMC ROAD RACE
Ontario Int'l. Rcw.,
Ontario, CA. All classes,
GP, Prod., Cafe. Money
race \$100 (\$200?). Entries
\$10 pre/\$15 post. CMC,
3407 W. Olive, No. 102,
Burbank, CA 91505. Open
7 a.m., prac. 9, race Noon.
213/842-7433.

CMC MOTOCROSS
Carlsbad Rcw.,
Carlsbad, CA. Open 6:30
a.m., first race 9. Mem.
rqd. Mail entries to CMC
by Fri. a.m. Box 1402,
Costa Mesa, CA 92626.

**D-37 HARE
& HOUND**
Billy Goat Run, limed
from Red Mtn., CA. 2 x 40
mi. loops. \$6 entry. Pie
plts. welcome. Rescue 3.9
a.m. start. Rams MC,
213/596-3691.

**CRC FAMILY FUN
HARE SCRAMBLES**
Lucerne, CA.
Beginner/Novice run. No
memb. rqd. 30% brass, fin.
pins. \$8 entry.
714/689-6114.

**ITA TRIALS
& SCHOOL**
Saddleback Park,
Orange, CA. Sign 9 a.m.,
school 10 a.m.,
competition 12 noon, or
sign up for trials only at
11:30 a.m. \$5 trials, \$2
school, Box 2313, Orange,
CA 92669.

CRC MX
Indian Dunes. 30%
trophies, same day. Cash to
Pros. No membership
required. All classes. Info:
213/830-7519 or
714/688-1291.

**MINIS TT &
FT TROPHY DASH**
Atlantic Pk., Garden
Grove, CA. Fwy 22
Magnolia exit, So. to
Westminster. Sign 9:30
a.m., race 10:30.
714/842-9778.

NRA MX
Valley Cycle Pk.,
Moorpark, CA. 30% brass
same day, 100% Sr. p.b.
No memb. rqd. All classes
714/688-1291.

NORCAL MINI MX
Marysville, CA. Under
"E" St. Bridge. Ages 6-13.
No pit riding, no bicycles,
all dogs must be on leash.
Ride \$5, watch \$2. Sign 8
a.m., race 11.
916/743-8774 or
674-3597.

AMC MX
Saddleback Park,
Orange, CA. No mail entry,
\$5/\$10 post, non-memb.
\$2 extra. \$3000 rider med.
cov. 40% brass same day,
100% Ex. p.b. Open 6:30
a.m., prac. 7:30, race 9.
Sil. rqd. 714/532-3923.

**D-36 JACKHAMMER
ENDURO**
Stoneyford, CA. W
from Maxwell. Appr. 125
mi., bring own gas. Spark
arr. & lic. plt. or green
stickie rqd. No puff, no
hacks. Entry \$8, teams \$3
ex. & 2 SASE to Oakland
MC, 1116 — 36th St.,
Oakland, CA 94608. First
rider out 7:31 a.m.
415/254-6379.

November 2-3

**SECOND (OR THIRD)
ANNUAL LAST
HOPETOWN GP**
Hopetown, Simi Valley,
CA. \$10 Mail entry/\$100
post. Lim. entry. Opens
Sept. 23, closes Oct. 25.
S a t u r d a y
100-125-200-250s entry to
DDMC, 8228 Sale Ave.
Canoga Pk., CA 91304.
S u n d a y 3 5 0 -
500-Open-Hack-OT & Puff
entries to DDMC, 12051
Kirkholm Ct., Northridge,
CA 91324. Rain or shine.

**SMUGGLER FAMILY
ENDURO**
California City, CA.
Limed from golf course.
Mail entry \$4 under 14/\$6
over. 10624 Midway Ave.,
Cerritos, CA 90701. Starts
Noon Sat., 7 a.m. Sun.
213/924-2380.

Sunday, Nov. 3

TRANS-AMA MX
Midwest MX, nr. St.
Charles, Mo. (St. Louis
area) 500cc Int'l., 250cc
Support. \$19,700 posted.

**MOTO-AMA
SIDEAR MX**
Carnegie Cycle Pk.,
Livermore, CA. Prom. MC
Parks Corp., 970 E. 14th
St., San Leandro, CA
94577. 415/638-2761.

**CRC FAMILY FUN
DESERT TEAM RACE**
Red Mtn., CA. No
Memb. rqd., Beginner/
Novice run. 30% brass, fin.
pins. \$8 entry.
714/689-6114.

CALENDAR

USGP FOR BX
Saddleback Park, Orange, CA. All new track. \$100 pro purse, 3 ft. brass. 50% brass to finalists. Sidehacks call if you wish to ride. \$2 entry. Prac. 10 a.m., race Noon. Scott Breithaupt, 213/597-0478.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. \$5 trials, \$2 school, Box 2313, Orange, CA 92669.

MRAN HARE SCRAMBLES
Searchlight, NV. US 95, No. 40 mi. So. of Vegas. Camping OK, gas, food, grog avail. Hacks welcome. Sign 8 a.m., race 10. Desert People MC 702/384-3145.

D-36 ENDURO 100 MILE RATTLESNAKE
Arrow Mills Yard, Terwer Valley Rd. from Klamath, CA. Varied speed, lim. 750 entries. \$8 entry, Team fee \$1/rider. Entries close Oct. 6, dwg. Oct. 13. 5 riders/minute, 1st rider 7:01 a.m. Redwood Scramblers MC, P.O. Box 760, Crescent City, CA 95531. Bring own gas, camp sites avail. 707/464-4148.

AMA NAT'L. ENDURO D-37 CALIF. JUBILEE
125 mi., limed from Hwy. 18 & 247 in Lucerne, CA. Mail entry \$7.50, 3 man team \$1 ex. per rider. D-37 forms & 2 SASE to Checkpoint MC, P.O. Box 1424, Whittier, CA 90603. entry close Oct. 18, Dwg. Oct. 22. IRRR Comm & Service.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 pits. rtd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CRC MX
Rawhide Park. 30% trophies same day. Cash to Pros. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

November 8-10

ORANGE COUNTY AUTORAMA & MOTORCYCLE SHOW
Anaheim Convention Cntr., Anaheim, CA. Awards for best Motorcycle & special category awards, trophies & cash. ICAS sanc., show hrs. 5-11 p.m. Fri., Noon-11 p.m. Sat., Noon-9 p.m. Sun. Pacific Promotions, Inc., P.O. Box 1518, Canoga Park, CA 91304. 213/884-5111.

Saturday, Nov. 9

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open track, spstmn brass, 1st 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rtd., 3 pits., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

Sunday, Nov. 10

TRANS-AMA MX
Lk. Whitney, Whitney, TX. 500cc Int'l., 250cc Support. \$20,000 posted. Pre-entries close Oct. 8.

MOTO-AMA SIDECAR MX
Arizona Desert Rcw., Phoenix, AZ. Prom. Phil Auernheimer, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

MINI MX
Laguna Seca, Monterey, CA. Hwy 68. Minis to 100cc, Pee Wees welcome. \$5 entry. Sign 8 a.m., race 10. 408/623-4386.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial \$5, School \$1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

CRC FAMILY FUN HARE SCRAMBLES
17 mi. No. of Adelanto, CA. Beginner/Novice run. No memb. rtd. 30% brass, fin. pins. \$8 entry. 714/689-6114.

D-36 OLD FASHIONED SCRAMBLES
Auburn Fgds., Auburn, CA. Open traction, thumpers & Old Timers welcome. Run what you bring, if there are 6 or more of a type, we'll make a class for it. No minis. Entry \$3, Ex. bike \$2. Sign 8 a.m., prac. 11, race 12:30. Dirt Diggers North 916/652-7800.

D-37 TT
Elsinore Rcw., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

AMC MX
Saddleback Park, Orange, CA. No mail entry, \$5/\$10 post, non-memb. \$2 extra. \$3000 rider med. cov. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rtd. 714/532-3923.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave. btw. Oakdale, CA. & Escalon. All classes & minis. Open track. Sil. rtd. Entry \$2.50 incl. ins. Sign 7:30 a.m., prac. 9, race Noon. Runs rain or shine. 209/869-1457.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rtd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride \$5, watch \$2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

D-37 MOTOCROSS
Rawhide Park, Hwy 74 btw. Elsinore & Perris, CA. Old Timers welcome. Sign 7 a.m., race 9. Grippers MC, 714/871-7121.

Tuesday, Nov. 12

BLM PUBLIC LAND USE MEETING
Bakersfield District Advisory Board, at 9 a.m. in Rm. 224, Federal Bldg., 800 Truxton Ave., Bakersfield, CA. Agenda includes BLM Interim Critical Management Plan changes (Desert) and Jawbone Canyon "Special Design" planning. Written statements and requests to appear before the Board

should be addressed to Board Chmn., c/o Louis A. Boli, Dist. Mgr., BLM, Federal Bldg., Rm. 311, 800 Truxton Ave., Bakersfield, CA 93301.

Sunday, Nov. 17

TRANS-AMA MX
Puyallup Rcw. Park, Puyallup, WA. 500cc Int'l., 250cc Support. \$19,300 posted. Pre-entries close Oct. 15.

SRAC/MRA ROAD RACE
Adams Cnty. Fgds., Colo. Hwy. 85 to Brighton 15 mi. NE from Denver, Colo. Follow Fgds. signs. Entries pre \$10/post \$15. \$5 ea. addl. class. Sign 8 a.m., race 1 p.m. MRA, 4286 Hooker, Denver, CO 80211. 303/458-1302 or 232-3600.

CROSS COUNTRY
Dallas Dash No. 4, 5 mi. W. of Dallas, OR., limed from Dallas Mobil station. 85 mi., 100% finisher brass. Pre-entry \$4, closes Nov. 12. Gary Seeley, 4335 Hazelgreen Rd., N.E., Salem, OR. 97302. Post entry \$5. Sign 8 a.m., race 9:30. Sil. rtd. 503/393-1019 or 623-4093.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. \$5 trials, \$2 school, Box 2313, Orange, CA 92669.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rtd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. \$5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. Memb. entry \$5/\$10 Jr./Sr. non-memb. \$2 ex. \$3000 rider med. cov. Open 7 a.m. 714/532-3923.

CMC SEMI-PRO MOTOCROSS
Lake Madera, CA. Take Cleveland ext from 99. AME MX

Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 pits. rtd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

NRA MOTOCROSS
Indian Dunes, Valencia, CA. 30% brass same day, 100% Sr. p.b. No memb. rtd. All classes. 714/688-1291.

AMA 125 MI. NAT'L. ENDURO
John Zink Nat'l., John Zink Scout Ranch, W. of Skiatook, OK. Limit 500 entries. 92db(A) and street legal. Entries \$15, deadline Oct. 25. Scott Spahr, Tulsa Trail Riders, 4110 E. 46th Pl., Tulsa, OK 74135.

November 18

ENDURO: DISCHARGE FROM STATE PEN
Hallelujah, Hallelujah. 2605 State St., Salem, Oregon. 8 a.m. or 9:30 a.m. Party time, all females cordially invited. Over 21, please. Ron Dragoo.

Sunday, Nov. 24

PVDR TURKEY SHOOT FAMILY ENDURO
Limed E. of Lucerne, CA to Camp Rock Rd. "C" riders, puff & 0-80cc minis ride 1st loop only. Others 2 loops, 70 mi. 20% brass, pins, dwg. & finish. Mail entry one loop \$5/2 loops \$7, teams \$1 ex/rider. PVDR, P.O. Box 282, Montclair, CA 91763. First rider out 8:01 a.m. 714/626-7696.

CRC FAMILY FUN EURO. SCRAMBLES
7 mi. No. of Adelanto, CA. Beginner/Novice run. No memb. rtd. 30% brass, fin. pins. \$8 entry. 714/689-6114.

Sunday, Nov. 30

D-37 HARE & HOUND 8th ANNUAL BARSTOW TO VEGAS
Limed 18 mi. E. of Barstow, CA on I-15. Mail entry only, lim. entry, Nov. 15 deadline. San Gabriel Valley MC, 1529 Meadow Glen Wy., Hacienda Hgts., CA 91745. 8 a.m. start. 213/964-3420.

December 13-14

NAT'L. INDOOR SPEEDWAY CHAMP. & QUAL. RND5
Cow Palace, San Francisco, CA. Purse \$1500 qual. rnds., \$2500 Championship plus overage. Top 32 riders plus reserves for qual., top 16 plus reserves from qual. for Championship. Unltd Prom., P.O. Box 2415, Napa, CA 94558. 707/252-3133.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)



Formation jump. 125 Pros Tim Eide (3A) and Richard Earl (10) do it together.

Mac CMC windup

By Jan Newman

MacMINNVILLE, ORE., SEPT. 22
It was the last race of a six-race series and the wrapup of another season at Mac. There also was a sportsmanship trophy donated by Superior Ambulance Service. Ten names for this award were chosen and the riders voted their choice. Rick Ferris was voted the best sport of the season.

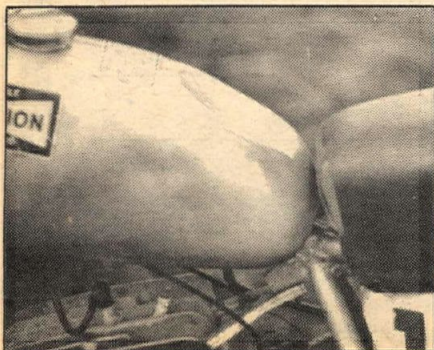
Each year the Gary Hamilton Memorial Trophy is awarded to the rider with the most points for the entire season. Mike Mather (Yam) held a slight edge over Rick Ferris (Yam) as the day began. Mike sewed it up firmly by adding another class win. Mike proudly accepted the award but the real admirer was his four-year-old son who stared in wide-eyed awe at the trophy which stood half again as tall as he did.

Les Womack (Bul) was the Expert series winner and took home the \$150 prize. Les also won the 250 Pro purse today. Chuck Sun (Bul) got the Open Pro win. Only two 125 Pros signed so they ran with the Open class.

The Junior classes were close for the series points win and went berserk in the first race. There were so many broken legs you could have ricked them up like cord wood until the announcer suggested that the gifts, nice as they were, were not worth it. Todd Walker (Yam) was the point leader after his third place finish today in the Mini Junior but he declined the series award because he's sponsored by the track. This left two Open Junior riders in contention. Ronald Heck (Hus) took a fifth for the day and the big series prize while John Devore (Mai) won for the day and was second in the series.

Jim Anderson (Yam) was first for the Mini Intermediate and top Intermediate series winner. It was a big day for all the Mathers when Dick took his first winning trophy in the second 250

Lost carb top ended Monty Mitchell's ride rather dramatically. That dent in the tank is not only horrendous, it is -uh, ruinous.



Junior class on another Yamaha. Pat Abel took the win in the first group on an Ossa.

Results in Results Section.

New faces at the front

By Jan Newman

WASHOUGAL, WASH., SEPT. 29
Today would have been a disaster for anyone betting on their favorites from past performances here in most of the races. Some of the usual front runners weren't entered while many were victims of upsets no one could predict.

Scott Bergren (Suz) took command in the 125 Intermediate class in the second moto after Cliff Ingham (Hon) encountered problems. Cliff won the first round and dropped to 11th in the second for third overall. Wayne Christensen (Hon) had a second and fourth for the number two spot.

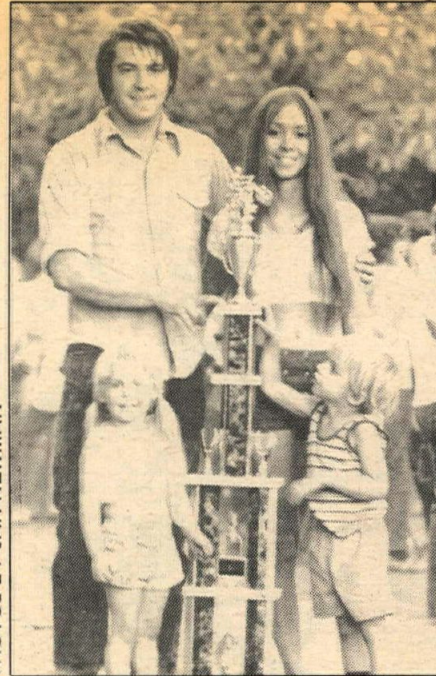
In the first 125 Junior group, Jeff Talbot and Dave Brown exchanged wins and thirds while Tim Fellows rode second all the way for a three-way tie. All rode Hondas.

The second 125 Juniors really raced it up. Bill Cranford (Yam) won the first moto and dropped clear out of contention in the second. Jim Wahl (Yam) won it with a third and second. Judy Winters (Yam) really gave the guys some racing in this one. She finished second in moto one and was right up there in the second race until she slid out with one lap to go and dropped to seventh. Judy wound up fourth overall.

The Pro money went home in different pockets. Ric Burkinshaw (Hon) nabbed his first 125 Pro win here with two great rides. Ron Sun (Hon) was second all the way.

There were a lot of new 250 Pros — some just moved up from Intermediate and some just here for the first time. Charles Strayer (Mon) sorted his way through the pileups to win.

The Open Pros had all kinds of upsets. Chuck Sun (Bul) would have to be called the favorite, but he had a flat tire in the first moto and crashed in the second. Bob Leach inherited the lead in the first race and held it until the last lap when his Maico blew a head gasket. He tried to hold things together with one foot, but didn't have the oomph to get up the big hill. Bob Rush (Bul) took the win. Round two found Monty Mitchell (Mai) out in front and Rush was second until he came around a corner and the Bul went dead. Monty then had a huge lead until he started up the hill and the top of his carb came off! With the bike wide open he went over the uphill jump and halfway up the hill before he landed with the worst tank-slapper in all history. He left a



PHOTOS BY JAN NEWMAN

My Daddy won that?

frightening dent in the tank as a momento. Jerry Allen (Mai) survived for the win and Butch Waymire (Yam) is beginning to look like his broken leg is past history as he finished second.

Results in Results Section.

Night Rain-O-Cross

By Kent Nicholls

TUCSON, ARL, SEPT. 22

After the Mini Beginners and Novices ran their race, it was the old men's turn. Now, the only difference between a regular racer and an old timer is that the old timer has more experience and sense and I'm not even sure if that's so after watching the first three place finishers in that class tonight. All three were riding big CZ's. Feature in your mind those two-wheeled tractors rocketing around a racetrack being piloted by three of the smoothest, most competitive riders ever to nose up to a rubberband and you have tonight's oldtimer's class. Larry Losey won it, followed closely by Bill Ewing and Doug Black.

In the 100cc Combined class, Novice winner Renal Cox (Suz) and Amateur victor Larry Hardy (Car) had the start-to-finish duel of the year. Off the start it was Cox with Hardy close enough to touch. Every lap the Carabella would pull up on the Suzuki down the straights and into the corners only to fall back as the two machines exited the bends. When the white flag came out, Hardy knew that it was his last chance, then in the last corner Cox went wide out into the berm as he had every lap before. Hardy squared off the corner and Cox looked over and saw a 100 Carabella dead even with him in the last straight. Three hundred feet later at the finish line, Cox was a mere tireknob ahead.

While all this wheel-to-wheel combat is taking place, up in the sky all the little clouds are gathering together into one big thunder head. During the 125 Novice race in which third place finisher Brian Carey (Puc) led until a fifth lap crash, the thunder head cut loose with a fair amount of wind-driven rain. It was not enough to discourage riders. After Carey crashed, Honda pilot Mike Ilardo and Gary Goodrich (Suz) had a three-lap battle, neither rider able to pull up on or lose the other. When it was all over, Ilardo owned the lead position and Goodrich held a very close second.

After the first set of motos a rider meeting was called and a vote taken to see if the riders wanted to continue to race. We all know how fun it is to play in the mud and besides a new sand surface was just put on the track, so all the riders voted to race on. Just as the



Rick Ferris motors through the greenery. Track is near the site of the Bad Rock Two Day.

Minis were lining up, the heavenly water truck must have split a seam because the rain began coming down like it was being poured out of a boot. At this point the promoters told everyone to go home and there was no argument.

Results in the Results Section.

Corona MX

By Laurie Ellis

CORONA, CAL., SEPT. 19

The real action in the class of 125 Seniors didn't begin until the second moto. Jeff Crump, riding a Honda, got the edge on Hodaka-mounted Dave Williams and held onto the lead for two laps, until Williams passed him going into a turn. They exchanged places again when Crump passed Williams, but Williams took the lead once more coming out of a turn in the fourth lap when Crump discovered he had forgotten to turn on the gas tap. A real break for Williams, but apparently still stunned by Crump's startling challenge, he dumped it, getting up just in time to cross the finish line in last place.

However, Williams claimed first in the third moto, at the same time taking the overall win from Crump.

Teach-a-new-rider course offered

The ABC Unified School District in Southeast Los Angeles County will be one of five California districts to participate in a motorcycle drivers training program in cooperation with the State Department of Education and the Motorcycle Safety Foundation.

How-to-ride and classroom instruction begins October 8 and will continue for five months via a series of five-week instruction periods at El Dorado High School, 16800 Norwalk Boulevard, Cerritos. Students, aged 15 and one-half or older, can enroll at seven p.m. on Tuesdays or Wednesday. Enrollment is now open.

George Suttles, who conducted a popular learn-to-ride program last Spring, will lead the classroom instruction, while a motorcycle officer from the California Highway Patrol will provide the on-bike training. The bikes and helmets will be provided by the foundation.

"All non-riders will be experienced riders by the time they leave the course," Suttles said, noting that instruction will enable students to qualify for their motorcycle drivers license.

More information on enrollment or the course may be obtained by contacting the ABC Adult School, (213) 926-5566, extension 350.

WANT ADS

'74 Yamaha 350RD, 900 Mi. New!!
6 speed "road machine," excellent condition, quick, beautiful and barely broken in. — See, \$950.00 or trade for '74 Bultaco "Alpina" 350cc. Jon (213) 427-8174 or (213) 634-3330. (40)

'72 SUZUKI 400, GOOD CONDITION,
runs excellent, \$350.00, cheap! (714) 995-1029. (40)

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1972, 1973, or 1974 Husqvarna swingarm wanted. Will pay reasonable price. Call Mike (213) 596-8072. (39/TFN)

\$15/30/5 Liability Insurance

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1948 Vincent Black Arrow 1000cc

5,000 miles, completely original in every respect. Perfect condition throughout. (213) 392-4131 Fred. (39/2x)

10% Over Dealer Cost

on new '74 Suzukis at Campbells Suzuki, Whittier (213) 698-8989 or (213) 696-3306. (28/TFN)

Want To Rent

Old-Time Desert Pictures

Cycle News needs photographs of pre-1955 desert riding or racing to illustrate upcoming history feature. Check grandpa's old albums. 1900 to 1925 pix needed desperately. Will pay good price and return all photos immediately. Enclose SASE. Send photos with info about them and approximate year to C. Clayton, Editor, Cycle News West, P.O. Box 498, Long Beach, California 90801. (39/2x)

Motorcycle Mechanic School

Starting January, 1975 Los Angeles area. Limited enrollment. For information write: Cycle News, Inc., Dept. LD, Box 498, Long Beach, California 90801. (39/2x)

"We Moved"

GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

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Profab frame, Midi-mount shocks, DID rims, chrome cylinder, trick-it, Andre, YZ seat, extra cylinder, very few hours on engine. Over \$2000 invested. Make offer. (714) 639-2242. (39/2x)

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Want 1920's or 1930's motorcycle. Top condition only! Will pay tops and pick up. All responses acknowledged. Write/call: Jim Chakedis, 2859 Hermosa Street, Pinole, California 94564. (415) 758-4737. (39/2x)

Super Chain For Super Bike

Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

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Reposessed, like new, KX 250, \$699.00. New KX 125s, \$899.00. KX 450 demonstrator, \$1199.00. KX 250, Reeds, Betors, works seat, \$1095.00. Keck's Kawasaki, 1245 South 4th W., Missoula, Montana 59801. (406) 728-2688. (39/2x)

Where's Huntington Park????

S&L Yamaha, 5938 Pacific Blvd.

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Seeks employment in the motorcycle industry. I have 3 years college (Bus. Admin.), 5 years sales experience, 4 years motorcycle sales experience (Retail and wholesale), motorcycle dealership management experience (vol. of dealership 700 units per yr.). I finished 23rd in the (open class professional motocross) National Championship point standings in the U.S. in 1974. I have a lot to offer a manufacturer in sales, marketing or public relations. For resume send to 315 Independence Ct., Sharon, Pennsylvania 16146 or call (412) 346-3240. (39/2x)

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New 1974 models in stock. Introductory prices. Call and SAVE. (707) 443-8031. (39/2x)

'71 CZ 400. GREAT CONDITION, many extras, \$600.00 or trade. (213) 340-3241. (40)

'73 Yamaha 250 MX

Like new, ridden very little, \$650.00. (213) 863-3361. (40)

Rams MC H & H Oct. 27, 9 a.m.

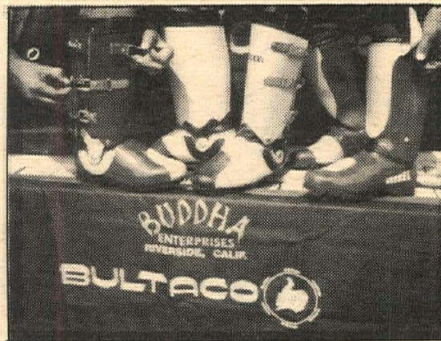
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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford Street, Arleta, California 91331. (213) 768-2233. (TFN)

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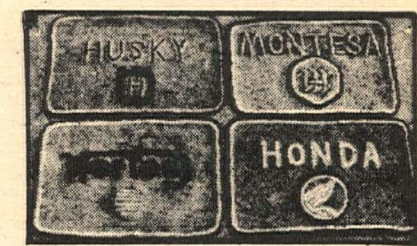
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\$1049.00 total price
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Windshield, lights, Tonneau cover, \$500.00. (714) 875-0206 after 6:00 p.m. (40)

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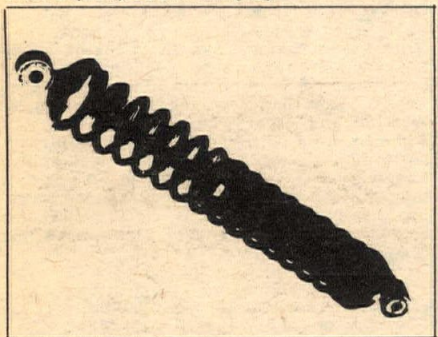
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1973 SUZUKI TM 400. NEW BASSANI PIPE, Diamond chain, No. 1 kit, K&N air cleaner, new top end, ported and polished — moved up shocks — \$800.00. (209) 584-4661. (40)

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10% off any 1975 bike in stock with this ad all during October.

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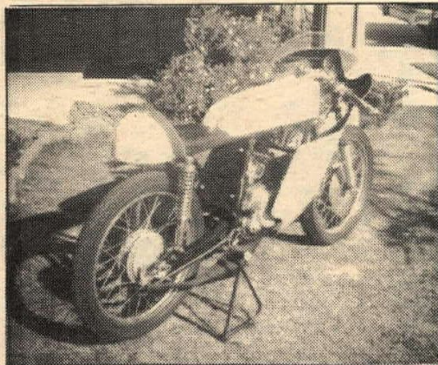
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Completely reworked. Honda seals, A&A unbreakable fenders, Curnutt shocks, Hooker pipe, Malcolm Smith port & polish, 38mm Mikuni, new top end, new cables, new top coil — much more, must see. (213) 433-7936. (40)

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S & L Yamaha, Huntington Park???

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'71 CZ 250. EXCELLENT CONDITION, very reliable. It's worth calling for. \$675.00 or best offer. (714) 675-2481. (40)

D.G. 1974 Racer Sale

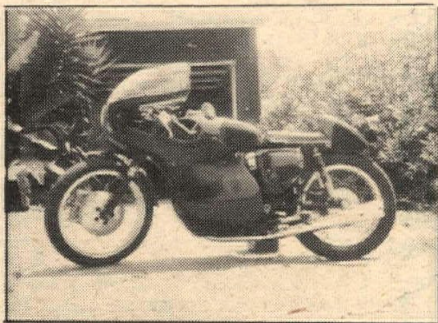
Everything trick, Mark Tyers 125 Honda. Radial head, the latest design in porting, forward mounted shocks w/aluminum bodied Konis — \$900.00. Tim Lunde's 125 Kawasaki KX, forward mounted Konis, ported barrel and big carb. — \$800.00. Everybody's 250 CR bike is complete trick, forward mounted Konis, D.G. pipe, ported barrel, factory frame mod., 36mm carb., plus much more — \$800.00. (714) 639-7020. (40)

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Excellent condition. Hop-up kit, light weight magneto, knobbies, Curnutt's, \$350.00. (714) 528-6330. (40)

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1967 BSA G50, A65S, BRG. All fiberglass comp. Alloy rims, rear sets, w/extras. \$800.00 or best offer. After 6 p.m. Craig (213) 359-4285. (40)

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1970 Sherpa T 250 and 1972 CS5 Yamaha 200 electric start. Sell separately or trade for good TL125 and some cash, guns and cash, gold, silver bullion, what have you?? (213) 439-8239. (38/4x)

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Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

Drag Bike 10 Sec. E.T.

Wife put foot down, sell or trade. Have extra parts. Please call after 5 p.m. (714) 627-5748. (40)

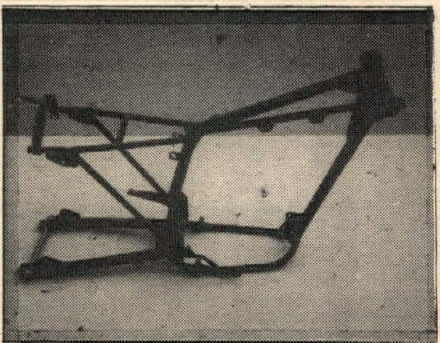
'74 Mag 250 Husky CR

Bilsteins, 4.50 Trelleborg, D.I.D. front, fresh piston, excellent condition, \$1100.00. (213) 761-3135. (40)

1972 ESO SPEEDWAY BIKE, best offer. Baines wheel. (714) 636-1971. (40/2x)

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'73, 250, 5 speed, Akronts, Betors, plastic tank & fenders, \$700.00. '72, 400, Porcupine barrel, 36 Mikuni, plastic tank & fenders, \$625.00. (714) 537-8286 or (714) 537-5967. (40)



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4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, \$395.00. Swingarm only (fits stock CZ) with axle, \$99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

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Excellent condition — many extras. (714) 682-4538. (40)

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Mark Adent's DKW with a 125cc 6 speed engine, Hercules transmission, torque eng. pipe, new Motoplat, super good condition. \$475.00 or best offer. (213) 361-8461. (40)

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Barnes wheels, disc brake, Koni, Ceriani, CDI, extra parts. Ascot top ten, \$1775.00. Also 250 Ossa DMR Trackmaster, \$895.00. (714) 539-5220 or (714) 537-3656. (40)

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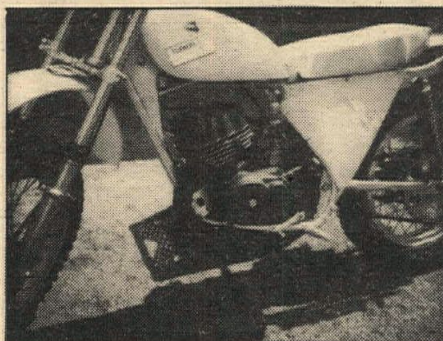
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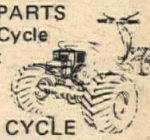
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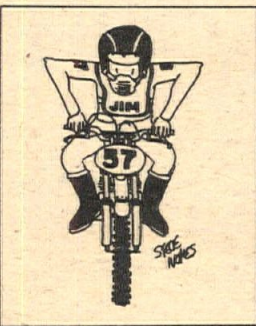
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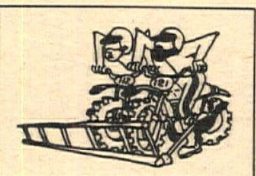
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Leather Apparel

Custom Made Motorcycle Apparel — Number changes, alterations and zippers replaced. Clarice Amberg ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: 213-564-1715. Open 8 a.m. to 4:30 p.m. Mon. thru. Fri. By appointment only Saturday. Evening appointments available.

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Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, CA 90063. 213-262-1895.

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